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INTRODUCTION

Londonderry Township has a rich history as a rural community with productive farmlands, open spaces, and scenic landscapes of the surrounding area including the Susquehanna River. While the Township is located less than 20 miles from the State Capitol, it has retained its rural character since its founding in 1767.

With the Township’s central location between three urban areas, Harrisburg, Lancaster, and Hershey, the Township became increasingly attractive for commuters after World War II. The character of the Township was further changed with the construction of the Three Mile Island Nuclear Generating Station in the late 1960s. More recently, Londonderry Township has seen further changes with the construction of warehouses along the Route 230 corridor. Additionally, the largest residential development in the history of the Township is currently being proposed.

The goal of this Comprehensive Plan is to help the Township retain its historic, rural character while addressing the 21st century challenges facing the community.



Farmland- Roundtop Road
Google Street View

HOUSING

INTRODUCTION

Londonderry Township's housing supply has, historically, consisted almost entirely of single-family on larger lots in the more rural areas of the Township, and houses on smaller lots located adjacent to Route 230. All residential development beyond the Route 230 corridor relies on on-lot sewer disposal and water supply. Historically, residential development in the Township has served both residents working in Londonderry Township and as a bedroom community for residents working in the region including the Harrisburg and Hershey markets.

In the last decade, major warehouse development has occurred in the Township, highlighting the need for more affordable workforce housing. It is unclear, currently, where in the region the projected workforce will be commuting from. Currently, there are almost no alternatives to single-family housing in Londonderry Township.

The Township may, however, soon see a tremendous influx in new residential development pressure, both in terms of total numbers and in diversity of housing types. The Falcon Crest subdivision, located south of Route 230 in the western part of the Township, was reviewed by the Township in 2023 - 2024. This plan proposes a total of 828 total dwelling units and represents the single largest residential development ever in Londonderry Township. The total includes 205 single-family units, 532 apartments, and 91 townhomes. The subject parcel is 218 acres in size with an overall gross density of development of 3.8 dwelling units per acre.

The total number of units, if fully built out as currently proposed, would represent 42% of the total existing housing stock of Londonderry Township. The proposed development would complement the growth management strategy in the Comprehensive Plan by providing a mix of dwelling types not currently provided in the Township.

The development will also be located within the Designated Growth Area and served by public sewer and water service. This should relieve any pressure to provide residential development outside of the DGA and protect the agricultural land base of the Township.

Building Activity

According to the Tri-County Regional Planning Commission's Building Activity Reports of building permits, there has been a very limited amount of single-family development since 2018.

- 2018- 5 single-family units, 3 mobile homes
- 2019- 4 single-family units, 3 mobile homes
- 2020- 4 single-family units, 3 mobile homes
- 2021- 4 single-family units, 3 mobile homes
- 2022- 4 single-family units,
- 2023- 3 single-family units,

Housing Statistics

Households

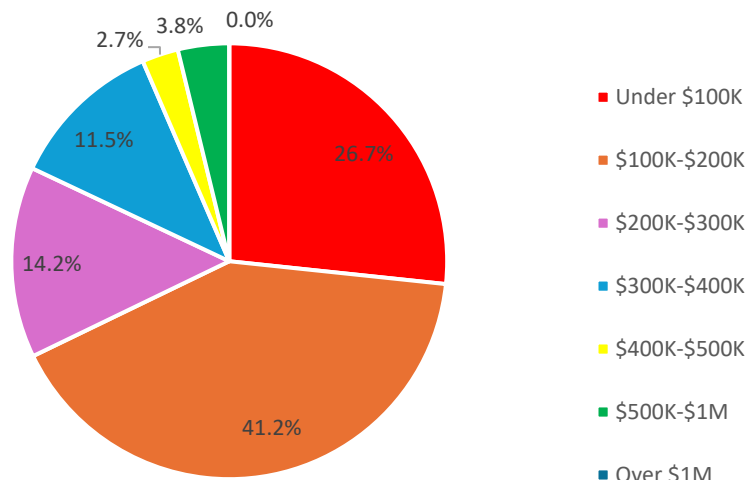
The Township has seen a small increase in the number of households from 2010 to 2020 according to ACS estimates. In 2010, there were an estimated 1,719 households. According to the most recent ACS 2022 5-year data, the number of households in the Township was 1,878.

Housing Units

Of Londonderry Township's total housing units in 2022, 96% were occupied and 4% considered vacant. Ninety-six (96) % of the occupied units were owner occupied and 8% were renter occupied.

The median value of owner-occupied units in Londonderry Township was \$165,800 in 2020, which is just below the average for the County and Pennsylvania. The largest percentage of houses, about 41%, in Londonderry are valued between \$100,000 and \$200,000.

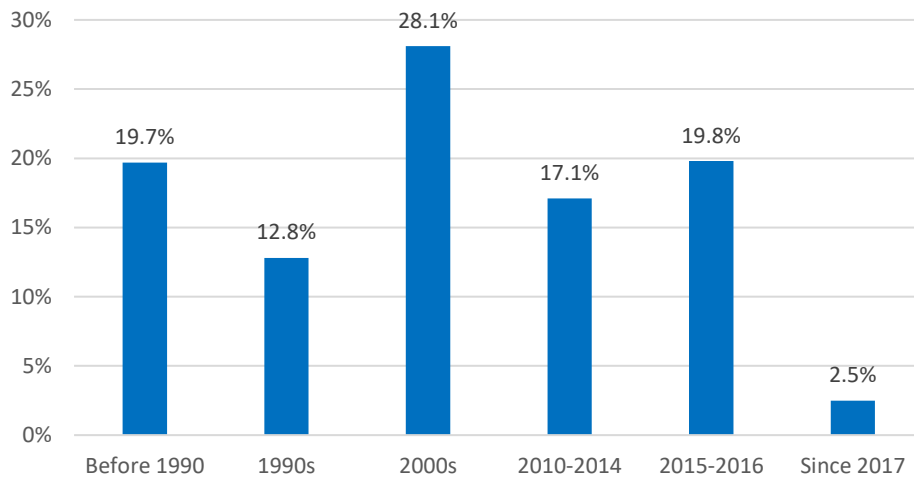
Londonderry Township Housing Value of Owner Occupied Units (2020)



2020 U.S. Census

Most of the population moved into their current home in the 2000s (28%) followed by 2015-2016 (20%) or before 1990 (20%) or in the 2000s (27%). Only 3% have moved to their current home since 2017. The below graph provides a summary of Londonderry Township's Housing Tenure.

Year Moved In, By Percentage of Population



U.S. Census Bureau (2022). *American Community Survey 5-year estimates.*

Affordability and Workforce Housing

The National Association of Realtors Housing Affordability Index (HAI) measures whether a typical family earns enough income to qualify for a mortgage loan on a typical home at the national and regional levels. It's based on the most recent price and income data. Essentially, it is used to determine whether the average American household can comfortably afford a typical single-family home. The index is published monthly by the National Association of Realtors (NAR) and uses a value of 100 to represent the position of someone earning a population's median income

An index above 100 signifies that families earning the median income has more than enough income to qualify for a mortgage loan on a median-priced home, assuming a 20 percent down payment. For example, a composite HAI of 120.0 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home. An increase in the HAI, then, shows that this family is more able to afford the median priced home.

Based on the Affordability Index values reported in the ESRI Business Analyst Reports, the Township is an affordable place to purchase and own a home relative to other municipalities in the region and state. The Housing Affordability Index for Londonderry Township in 2022 was 143, meaning a family earning the median family income has 143% of the income necessary to qualify for a conventional loan. An index greater than 100 suggests homes are easily afforded by the average area resident. A HAI less than 100 suggests that homes are less affordable.

According to the Federal Reserve Bank of St. Louis' FRED Economic Data, in June 2024 the average price of a home in Dauphin County was almost \$374,000. This information is not available at the municipal level.

However, housing affordability has increasingly become a critical issue for prospective homebuyers nationwide. Existing residents are increasingly cost-burdened, and this lack of affordable housing will be exacerbated by the explosive growth in warehouse and logistics employment not just in Londonderry Township but throughout the region, including the Conewago Industrial Park in nearby West Donegal

Township in Lancaster County. The Conewago Industrial Park includes major fulfillment centers for Nordstrom and Amazon.

The Institute for Public Policy and Economic Development published a report in 2023 entitled Housing the Workforce: Creating and Revitalizing Housing for a Growing Region. The study included an in-depth look at housing affordability for employees working in the transportation and warehousing economic sector in Lackawanna and Luzerne Counties. Although the housing costs and average wages may not be equivalent to Londonderry Township or the Hershey-Harrisburg economic region, it does illustrate the difficulty that workers employed in one of the fastest growing economic sectors have in finding affordable housing. Similar scenarios have been seen in other parts of Pennsylvania, including the Lehigh Valley, Berks County, and Cumberland Valley, that have experienced large growth in the warehouse and logistics sector.

In 2021, the transportation and warehousing sector, which includes distribution centers, trucking companies, as well as other activities saw the fastest growth of any broad industry group. There was a 64 percent job growth in Luzerne County over the previous decade, and a 22 percent increase in Lackawanna County.

The table below shows median wages for several occupation categories associated with the logistics sector. Material moving workers, among the largest and fastest growing occupation category in the region, includes many general warehouse laborers. This occupation had a median wage of \$14.72 per hour in 2020. Assuming a 40-hour workweek, this yields a monthly housing affordability threshold of \$765 per month (based on affordability defined at 30 percent of gross income spent on housing). Thus, housing this workforce sustainably and without subsidy requires availability of market rents near this price point. This information assumes and applies to a 1-person household. For potential homebuyers, this cost threshold is equivalent to a \$156,000 home using basic assumptions on interest rates, down payments, insurance and taxes.

| Occupations | Total Hourly Wage | Monthly Housing Cost Threshold | Home Price Threshold ** |
|---|-------------------|--------------------------------|-------------------------|
| Material moving workers (includes most warehouse, order picker-packers, etc.) | \$14.72 | \$765 | \$156,000 |
| Supervisors of transportation and material movers | \$26.95 | \$1,401 | \$243,000 |
| Motor vehicle operators | \$20.84 | \$1,084 | \$183,000 |

* Based on 30% threshold of gross income
 ** Based on a 30-year fixed mortgage, 4.5% interest rate, 20% down payment, \$100/mo. insurance, \$300/mo. taxes.

Although the need for workforce housing in the region is apparent, private developers for the most part have not been constructing units. In 2021, a private non-profit developer named HDC Mid-Atlantic, opened Beach Run Apartments a 51-unit affordable apartment development in Bethel Township, Lebanon County. The developer stated that this was the first new construction of affordable housing units in Lebanon County in almost 20 years. The units are located just west of the I-78 and U.S. 22 interchange and provide an affordable housing option for workers at a nearby poultry processing plant and several distribution centers. All units were immediately occupied and because applications for a unit created a waiting list of 3-5 years the developer closed the waiting list.

GOAL 1: CONTINUE TO PROVIDE FOR AN ANTICIPATED INCREASED NEED FOR WORKFORCE HOUSING.

Objective:

The Township currently permits a full range of housing types, including single-family detached, two-family detached, single family semi-detached, and apartments in the R-2 Residential District. The following amendments to the R-2 District should be considered to provide greater flexibility in providing a range of housing types:

- Reduce the minimum lot size for single-family detached, two-family detached, and single-family semi-detached units served by public sewer and water from 15,000 square feet to 10,000 square feet.
- Revise Section 707.5 of the R-2 Residential District which requires apartment dwellings or rental townhouses on one lot to have a minimum of 12 units per building. Mandating the number of units that must be included in a building reduces the flexibility of developers to provide rental apartments or townhouses.

This Section also appears to be inconsistent with Section 704.1 which states that if public sewer and water are available, the minimum lot area per multi-family dwelling shall be a minimum of 22,000 square feet with 5,500 square feet in area per each dwelling unit thereafter.

A better approach is to require a maximum density of development for these units, perhaps eight (8) units per acre.

- The R-2 District permits several commercial and retail uses by right in addition to the permitted residential uses. To encourage neighborhood developments with a mix of residential and retail uses, the Township could provide incentives to developers. One specific example is Section 706, Lot Coverage Regulations, the maximum lot coverage is 40% for typical residential developments, or 30% if it is an open space development. These lot coverage requirements could be increased if the developer provides a mix of housing types, or a mix of residential and non-residential development.

The Township should also permit a limited amount of mixed-use development in the C-2 Commercial zoning district (see Goal 3).

GOAL 2: INCREASE OPPORTUNITIES FOR RESIDENTS TO AGE IN PLACE BY EVALUATING ZONING ORDINANCES AND BUILDING CODES TO ENCOURAGE AND PERMIT UNIVERSAL DESIGN FEATURES.

Objective:

Universal Design has been defined as “Design that’s usable by all people, to the greatest extent possible, without the need for adaption or specialized design.” The Americans With Disabilities Act requires accessible design for public spaces and multi-family residential development but not for single-family homes.

The Center for Universal Design offers seven principles of universal design which can be applied to residential uses:

■ **Equitable use**

The design of residential buildings should be accessible for all uses. For example, a no-step entryway into a home.

■ **Flexible use**

Residential features should be adaptable to all users, such as a countertop that can be used from either a seated or standing position.

■ **Intuitive use**

Intuitive design features promote simplicity of use, such as a rocker panel light switch which can quickly and easily be turned on or off.

■ **Perceptible information**

Perceptible information simplifies tasks for all users. An example is a thermostat with enlarged visual information, tactile design, and high-contrast colors.

■ **Tolerance for error**

Design features can accommodate tolerance for error to provide safety features which limit the chance of harm for users. An example of this is locating a microwave at waist level so users are not at risk of dropping hot food on themselves.

■ **Low physical effort**

Universal design in residential uses should promote design features which allow for efficient and comfortable use for all users while limiting fatigue. For example, lever-style handles in place of doorknobs may be operated with a range of motions, such as with an elbow or a closed fist.

■ **Size and space for approach and use**

Residences should be designed with respect to users of all body sizes, postures, and means of mobility. Examples of this include open floor plans which permit wide turning motions for those in wheelchairs, or open areas for children to play while their caretaker can look on from another room.

The Residential Universal Design Building Code has been developed to supplement existing residential building codes. The Code includes alternative standards for all areas of the home as well as parking areas, entranceways, and the location of electrical outlets, light switches, and alarm

systems. Municipalities can either include these design standards as requirements or as optional standards for developers who are proposing accessible dwelling units.

GOAL 3: REVISE THE ZONING ORDINANCE TO ELIMINATE NEW RESIDENTIAL DEVELOPMENT IN THE C-2 COMMERCIAL DISTRICT BUT PERMIT MIXED USE RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT IN EXISTING STRUCTURES IN THE C-2 COMMERCIAL DISTRICT.

Objective:

Both the C-1 and C-2 Commercial zoning districts permit all land uses that are permitted in the R-1 and R-2 Residential zoning districts. A key goal of the Comprehensive Plan is to direct new commercial development in the Township to areas that are zoned C-2 Commercial and are located within the Designated Growth Area along the Route 230 corridor. The provision to permit new residential development within the C-2 District runs counter to this goal and could use up valuable commercial land for non-commercial use.

However, to provide for limited mixed-use opportunities in the C-2 District, the Township could permit a set percentage of commercial and residential development. Mixed-use development within a single structure could be allowed as a permitted use with minimum and maximum percentages of both residential and non-residential uses to ensure a true mixed-use development. Parking requirements would be calculated using the standards of the most intense land use, usually the non-residential use. Mixed-use development would be permitted for existing and proposed structures within the C-2 District within existing structures.

OPEN SPACE, NATURAL & CULTURAL RESOURCES

INTRODUCTION

Londonderry is part of the Dauphin County Conservation District, whose mission is, “To ensure the responsible use of Dauphin County’s natural resources; protect and restore the natural environment; promote public health and safety; and enhance the quality of life for all county residents.” Following the District, Londonderry employs a watershed approach to conservation of its natural resources, taking into consideration both ground and surface water flow. Londonderry Township is bounded by the Susquehanna River on the west, Swatara Creek to the Northwest, and Conewago Creek in the south. These waterways provide natural area corridors for wildlife passage through the community.

NATURAL RESOURCES

Land Resources

- Based on current land use, more than 60% (61.44%) of Londonderry Township is zoned as Agriculture.
- In a separate calculation, more than half (51.21%) of the Township is categorized as private open space (farms, golf course, cemetery). Of this, 75% is farmland with buildings. In contrast, public open space (parks) barely registers (0.17%) an impact on land use.

- The Township is well-developed with only 12.0% remaining undeveloped/vacant. Of this land, 42.25% is zoned as woodland/timberland; 14.08% (246.05 acres) is State Game Land.
- Agriculture Security Areas (ASAs), intended to protect the rights of farmers and their use of land, encompass 101 parcels in Londonderry Township, with a combined acreage of 5,230.34 acres.

Water Resources

Londonderry Township has various waterways that are heavily utilized for recreation. The major waterway within the Township is the Susquehanna River. The Conewago Creek makes up the southern boundary of the Township, and the Swatara Creek primarily makes up the Northwestern boundary of the Township. Smaller tributaries in the Township include Iron Run, and Lynch Run.



Swatara Creek
Google Street View

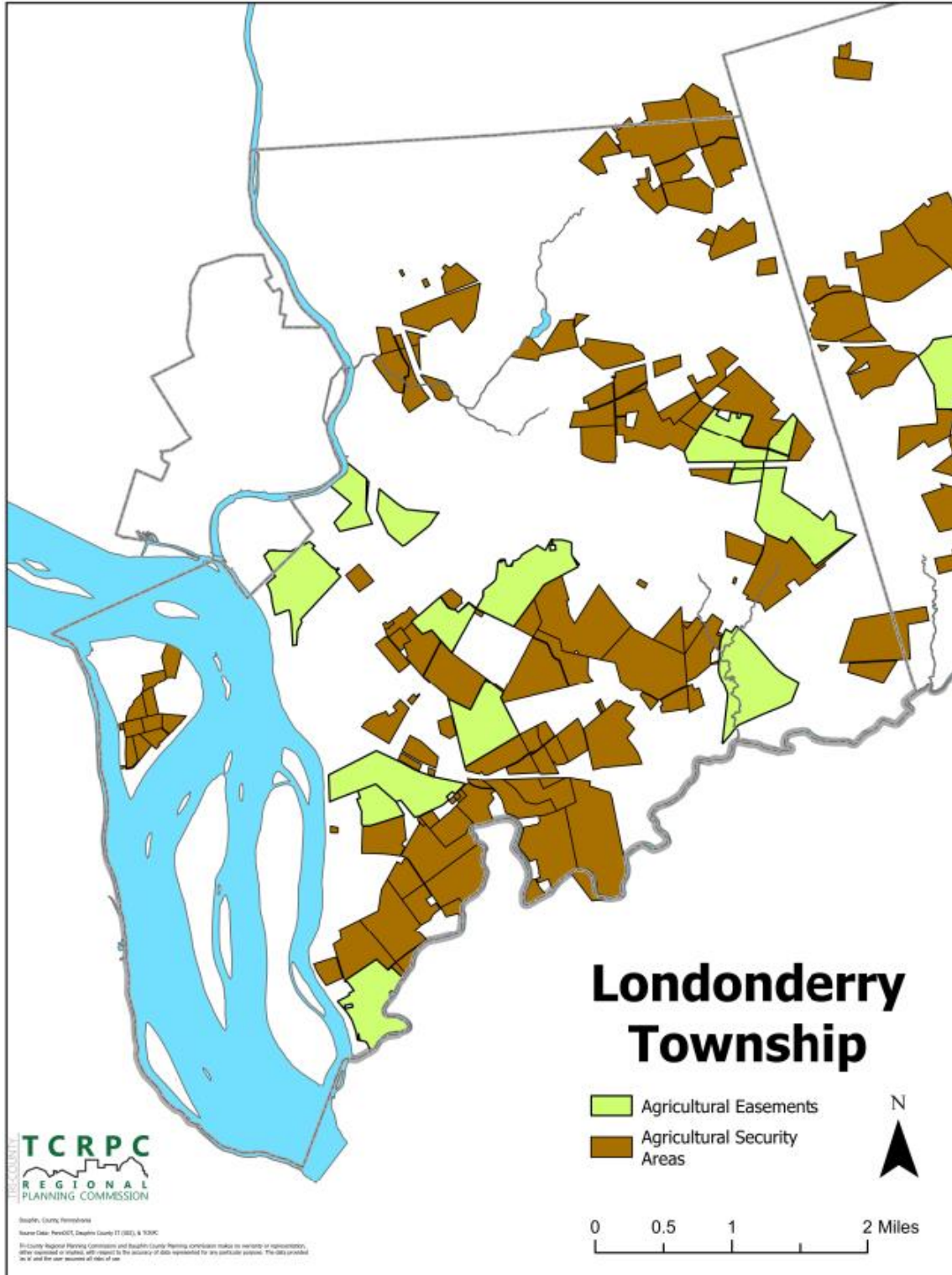
An additional water resource located within the Township is the Middletown Reservoir. This property is owned by Middletown Borough but is located within the Township along Iron Run. The Reservoir provides an area for residents to fish and there are some wooded trails through the property, however, the Reservoir is experiencing sedimentation which impacts the quality and recreation uses of this resource.



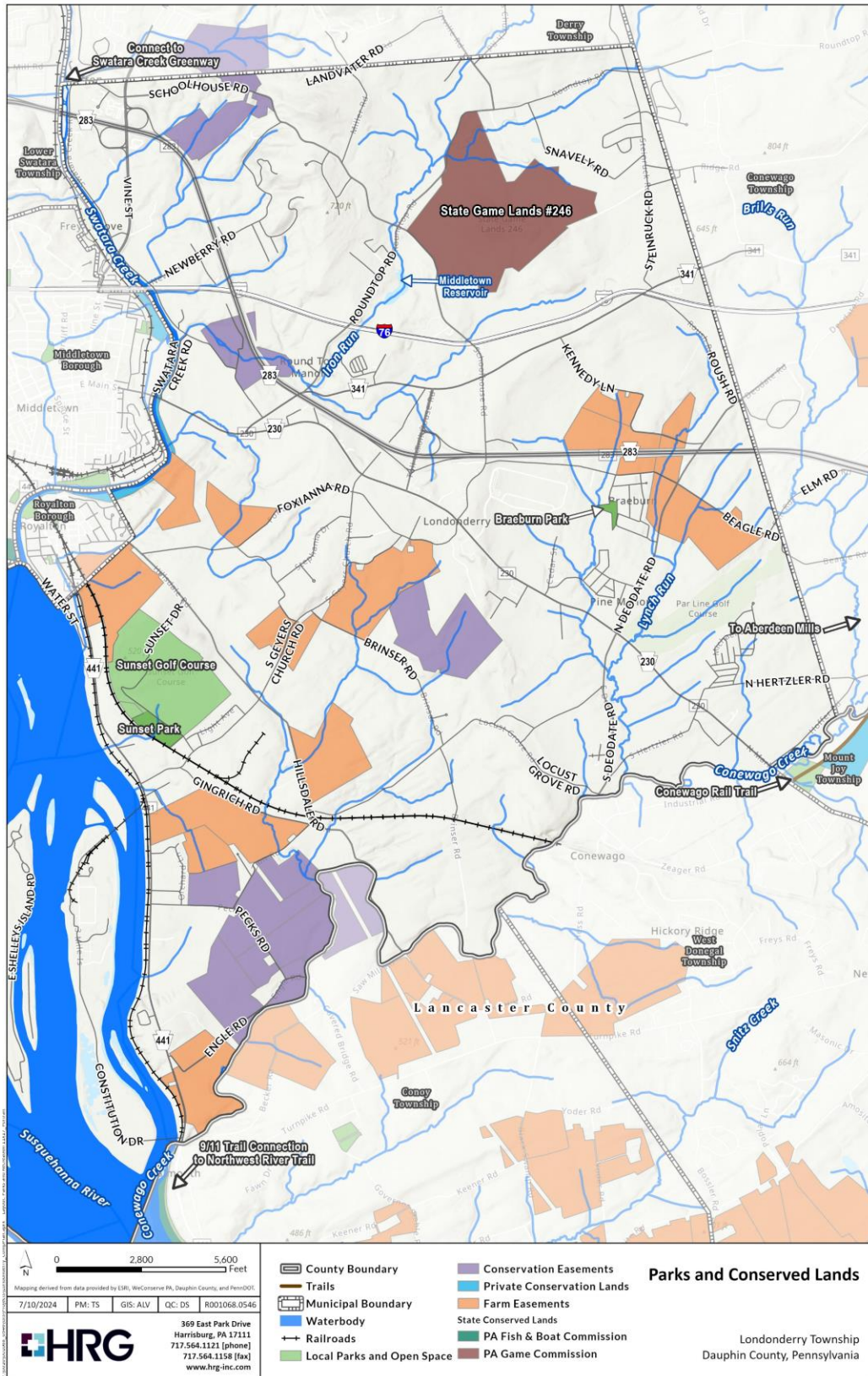
Middletown Reservoir
Google Earth

PROTECTED LANDS

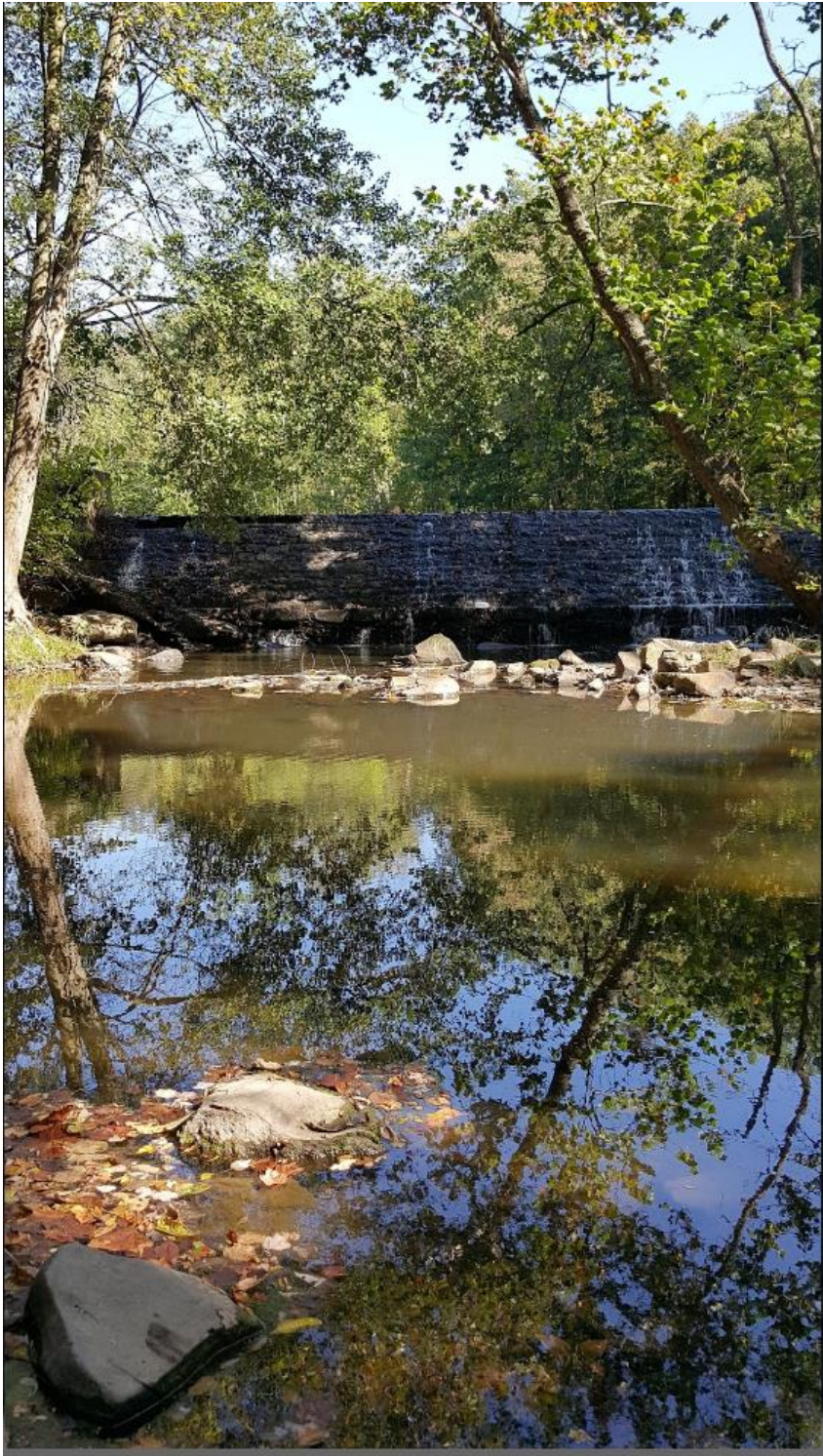
There are various protected lands within the Township, which include land trust properties, farm easements and conservation easements. There are two conservation easements in the Township totaling over 800 acres (with some acres extending beyond the Townships borders into Derry Township). Additionally, there are 11 farm easements within the Township, which total over 1,115 acres. Lastly, there are two land trust areas in the Township that total over 20 acres, with some of the acres extending into Royalton Borough.



The following map identifies all easements, parks, and state-owned lands in the region.



In addition to the prior mentioned protected properties, the State Game Lands total 201 acres in the northern part of the Township.



State Game Lands 246 (Google Earth)

CULTURAL RESOURCES

Londonderry Township originally was part of Derry Township in Lancaster County. In 1767 the Township was divided into two parts, the eastern section to remain Derry and the western to be Londonderry. It is named after the County Londonderry in Northern Ireland.

Derry and Londonderry Townships became a part of Dauphin County when it was established in 1785. Lebanon County was created in 1813 and created a new Londonderry Township which included the eastern half of the original Derry Township. Londonderry Township in Lebanon County was further divided into North and South Londonderry Townships in 1894.

Conewago Township was created in 1850 from southern parts of Derry Township and eastern parts of Londonderry Township.

The 1875 Dauphin County Atlas identified four villages within Londonderry Township:

- Rocktown-located at the intersection of Harrisburg Pike/Route 230 and South Geyers Church Road
- Port Royal- became a part of Royaltown Borough when it was incorporated in 1891
- Gainesburg- located along Harrisburg Pike/Route 230 west of Deodate Road
- Bucklock Station- located at the intersection of River Road/Route 441 and Gingrich Road.

The Henry Smith Farmstead/Hidden Spring Farm located at 950 Swatara Creek Road is listed on the National Register of Historic Places. The house was built in 1806, and the bank barn was constructed between 1845 and 1847.

The Capital Area Genealogical Society has prepared a Database of Cemeteries in Dauphin and Cumberland Counties (2010-2011). Most of the cemeteries listed are family cemeteries located on farmsteads. Some of these cemeteries are associated with churches. The list does not contain addresses or directions to most of the cemeteries and two of the cemeteries are listed as either “no visible signs” or “plowed under.” The names of the listed cemeteries have been taken from historical sources.

- Shelly's Cemetery, located on Hill Island
- Garver Cemetery
- Kinsey Cemetery
- New Negro/Harrisburg East Cemetery
- Nissley/Swartz Cemetery
- Old Negro Cemetery- listing notes Route 230 by Shadylane/Starlight Motel
- Shelly's Cemetery- Shelly's Island
- Behm Cemetery-listing notes rear of Charles Forney house
- Brandt/Booser Farm Cemetery-listing notes Mary Harman property
- Breneman Cemetery
- Brinser Family Cemetery
- Ebersole/Hackenberger Cemetery-listing notes J. Frank Zeager farm
- Epler Cemetery/Brinser Road
- Epler Cemetery/Zeager Farm
- Geyer's Church Cemetery, also known as Hillsdale Cemetery
- Gingrich/Espenshade Cemetery- listing notes its location as Sunset Golf Course
- Gingrich/Metzger Cemetery
- Gingrich/Taylor Cemetery

- Lehman/Hess Cemetery-listing notes Mahlon Lehman farm
- Longenecker Cemetery-listing notes Roy Rouch farm
- Reif Cemetery
- Rothrock Cemetery
- Ruth/Detwiler Cemetery
- Swatara Hill Church of the Brethren Cemetery

NATURAL RESOURCE PROJECTS

Floodplain Restoration of Conewago Creek

Londonderry worked with Mt. Joy Township, neighbors across the creek, to restore the creek back to historic conditions by removing 125,000 cubic yards legacy sediment from the floodplain in 2023. In doing so, the Conewago Floodplain Restoration increased stability and functionality, reduced flooding and improved water quality. The hydraulic system was reconnected allowing for better infiltration of ground water. Onsite wetlands were restored creating a more resilient creek and providing better habitat for our native wildlife. This project was funded by grants and fulfilled Municipal Separate Storm Sewer System Pollutant Reduction Plan requirements for many communities who participated in the project through the Dauphin County WREP group.

In May of 2024, the Township received a SRBC Consumptive Use Mitigation grant to plan for Phase 4 of the Conewago Floodplain Restoration Project which is planned to continue sediment removal to bolster flood resilience and improve watershed quality.

Swatara Creek Riparian Buffers.

Londonderry Township used FEMA grant funding to buy homeowners out of mortgages at market value in this flood-prone location. Since the homes were demolished in 2013, the Township has been working to plant native trees and shrubs. Tree tubes will remain to protect the trees from buck rub and deer browse until they are large enough to survive deer pressure. The result of the planting is a natural infiltration of stormwater, and support for local pollinator populations.

Susquehanna River Islands

The Township continues to monitor the Susquehanna River Islands to remain in compliance with FEMA.

As part of the comprehensive plan process, the Township recognizes the long-term land use patterns of these islands by designating them as Open Space/Natural on the Future Land Use map. This achieves the goal of maintaining the islands as open space.

Sunset Park and Sunset Meadows

At Sunset Park, sustainable efforts have been made. A riparian buffer comprised of native plants which support pollinators was planted along a stream in Sunset Park. This planting will infiltrate stormwater and provide shade to park goers. An acre of meadow was planted near the parking lot of the park to provide an additional location for infiltration and filtration of storm water, reduce erosion, as well as provide support for local pollinators.

STORMWATER MANAGEMENT EFFORTS

Londonderry Township is part of the Chesapeake Bay drainage area and must fulfill the requirements of the Pennsylvania Municipal Separate Storm Sewer System (MS4). The following six Minimum Control Measures (MCMs) were established by the Pennsylvania Department of Environmental Protection (PA DEP), to reduce the discharge of pollutants, protect water quality and satisfy both the Clean Water Act and the Pennsylvania Clean Streams Law. The MCMs are:

- Public Education and Outreach on Stormwater Impacts,
- Public Involvement/Participation,
- Illicit Discharge Detection and Elimination,
- Construction Site Runoff Control,
- Post Construction Management, and
- Pollution Prevention/Good Housekeeping for Municipal Operations.

MS4 requires implementation of a Chesapeake Bay Pollution Reduction Plan (PRP). Since Conewago Creek is a tributary of the Susquehanna River, Londonderry's MS4 permit includes the Conewago Creek watershed, thereby requiring PRP projects in this planning area. Watershed land use in the Township is primarily farmland, though encroaching development does pose additional risks.

Many MS4 requirements are addressed through a storm water management plan. Londonderry Township's storm water management ordinance is up to date (2023) and includes an emphasis on the use of green infrastructure and Low Impact Development (LID). Through the Township website and newsletter, Londonderry provides stormwater education for the general public, with additional pages for students, farmers and resources for homeowners. As a municipality under the Tri-County Regional Planning Commission, Londonderry participates in the Water Resource Enhancement Program (WREP); this is voluntary and does not replace Storm Water Management through the Township. Rather, it enables the Township to engage with regional services in dealing with water-related issues and environmental regulations.

OPEN SPACE RECOMMENDATIONS

There are several recommendations that can help reduce maintenance of open spaces, regulations that can be implemented to better protect open spaces. The following are some recommendations for the Township related to open spaces.

Expanding Township Open Spaces

The Township has already taken strides in protecting and enhancing open spaces and natural resources, from the Conewago Floodplain Restoration Area to the riparian plantings along Swatara Creek Road. The Township should look to continue these efforts on existing properties and look to protect and enhance additional open spaces and natural resource areas in the Township where and when feasible.

Some areas that were identified for open space and natural resource protection and enhancement are:

- Properties that surround the Conewago Stream Restoration
- Properties that surround existing Township Parks
- Properties adjacent to the Township's properties on Swatara Creek Road
- Riparian buffers along streams for streambank and water quality protection

No Mow & Native Plantings

There are several strategies that can help reduce the number of maintenance hours that are used to keep parks and open space Township properties healthy, functioning well, and looking their best. Two key strategies are utilizing No Mow lawn mixes and native plant species plantings.

No Mow Lawn Mixes

The blend of fine fescue grasses in No Mow combines the characteristics of each variety to create a turf that:

- Grows to form a dense sod
- Thrives in full sun to partial shade
- Does not require fertilization
- Needs minimal watering (only during extended dry periods)
- Resists most turf grasses diseases
- Biologically reduces weed growth
- Reduces lawn maintenance dramatically
- Serves as an ecological alternative to traditional high maintenance lawns

An established No Mow lawn requires no additional watering, except during extended dry periods in summer. Occasional, deep watering once a week or so provides moisture to the lower roots, and is far superior to frequent, shallow watering. Water before the grass begins to turn brown.

Fertilizers are not recommended for use on No Mow. No Mow lawns may require occasional mowing during the first two years of establishment to control weeds, especially with lawns that are seeded in spring.

Native Plant Species Plantings

Another way to reduce frequent landscape maintenance is through mass plantings of native shrub, grass, and perennial species in locations of parks, open spaces, and passive recreation areas that are not used for active recreation programs or activities. Similar to No Mow lawns, these are best used in more natural park settings and should have a mown lawn area separating these plantings from trails, walkways, and adjacent properties. Note that these planting areas benefit from seasonal maintenance and site inspection to ensure that invasive plant species that may emerge are identified and removed quickly.

Both native plantings and low mow grasses will require an up-front capital investment for seeding, planting, staff training, and initial maintenance and watering during plant establishment but over time these requirements will reduce significantly and cut down the long-term maintenance costs and hours compared to traditional high maintenance turf grass areas.

Zoning Regulations

There are several different zoning regulations and ordinances that can be used to help ensure that a community's open spaces and natural resources are well protected. The Township has several that are described below.

- Zoning Districts – the Township has an agricultural zoning district. The intent of the district is to protect farming and farmers from development pressures.

- Riparian Buffer Protections - riparian buffer easements shall be measured to be the greater of the limit of the 100-year floodplain or a minimum of 50 feet from the top of the streambank (on each side).
- Stormwater Management – the Township has adopted an ordinance drafted from DEP's Model Stormwater Ordinance which provides additional regulations to reduce the impacts from stormwater runoff.
- Floodplain Management – The Township has adopted regulations to support the Pennsylvania Floodplain Management Act of 1978, and promote public health, safety, and the general welfare of the Township. This ordinance restricts development within the floodplain and addresses existing buildings that were built within the floodplain prior to the ordinance being adopted.

Overall, the regulations the Township currently has in place help to protect the open spaces and natural features of the Township. Although zoning is one way to protect open spaces and natural resources the Township with or without coordination with organizations in the Township, should consider pursuing conservation and agricultural easements where appropriate.

OPEN SPACE & NATURAL RESOURCES GOALS

1. Ensure consistency of this Plan's goals among all Township planning documents and ordinances to help protect and enhance the Township's Open Space, Cultural and Natural Resources.
2. Identify high priority open spaces or natural resource areas in the Township for potential acquisition or conservation easements.
3. Naturalize the lands that the Township already owns but are currently mowed.
4. Demonstrate land management best practices to not only serve as an educational opportunity but provide inspiration for community members to do on their private property.
5. Work with organizations in the area to protect, enhance and maintain natural resources within the Township.

UTILITIES AND COMMUNITY FACILITIES

INTRODUCTION

Londonderry Township has historically been a rural Township with limited public infrastructure. Township roads are mostly narrow, two-lane roads, and residential development has been served by on-lot sewage disposal. The public sewer system was required by the Pennsylvania Department of Environmental Protection (DEP) due to failing on-lot septic systems and United States Environmental Protection Agency and DEP requirements to reduce pollution levels in the Chesapeake Bay watershed.

Public Sewer

The Pennsylvania Sewage Facilities Act (Act 537) requires all municipalities in Pennsylvania to develop and implement a comprehensive official sewage facilities plan that addresses their present and future sewage disposal needs. Both public sewage systems and on-lot septic systems are regulated under Act 537. These plans are modified when new land development projects are proposed or whenever a municipality's sewage disposal needs change. DEP reviews and approves the official plans and any subsequent revisions.

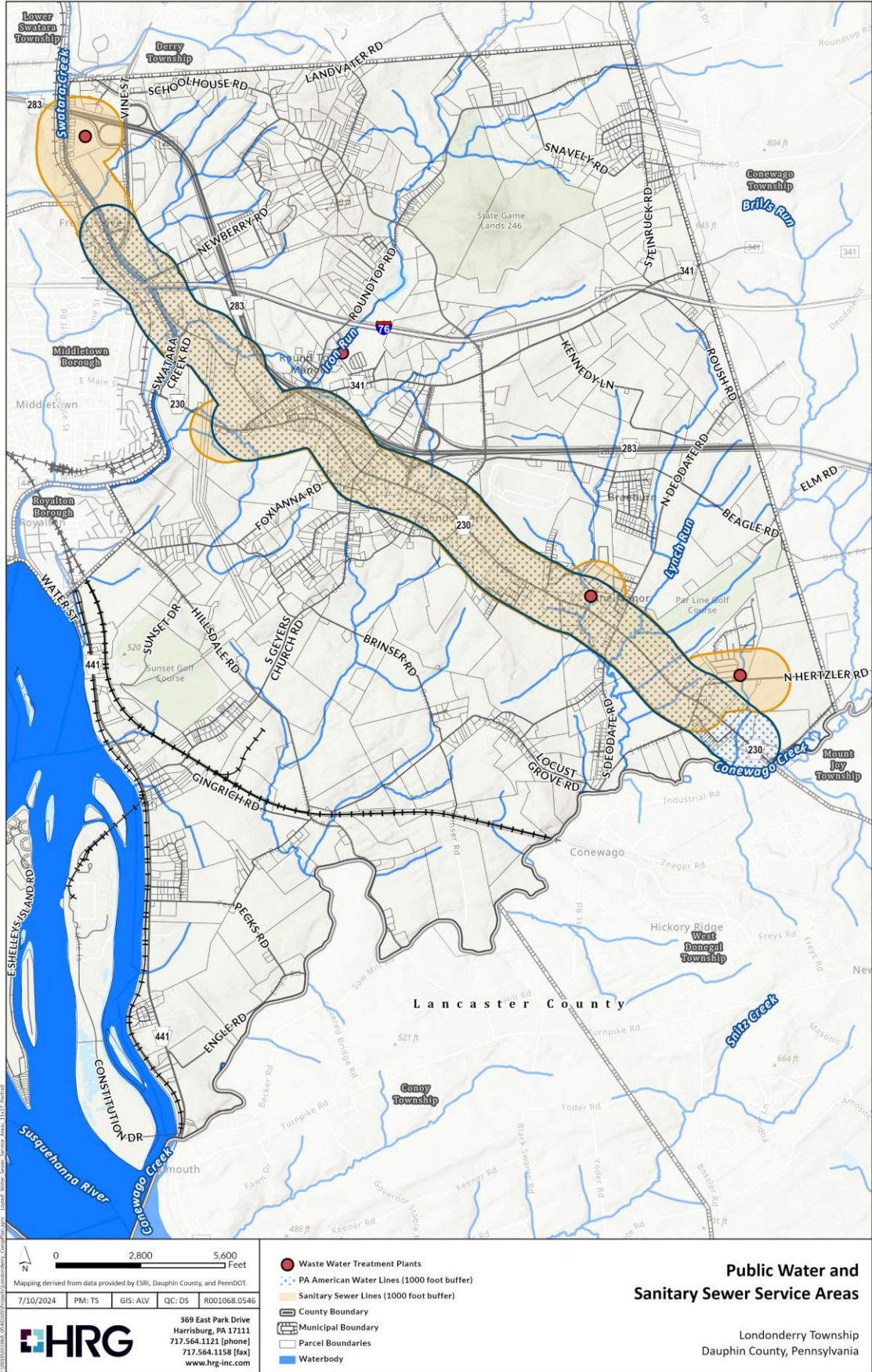
The Township's Act 537 Official Sewage Facilities Plan Update (2016) planned to provide public sewer service to the existing needs areas of the Township as well as those areas along Route 230 planned for growth. This plan provided for sewage flows to be conveyed to and treated by the Middletown Borough Wastewater Treatment Plant. However, an agreement could not be reached with Middletown Borough. Therefore, Londonderry Township contacted the Derry Township Municipal Authority (DTMA), and on July 22, 2019, the DTMA Board granted Londonderry Township's immediate capacity request for 74,000 Gallons Per Day (GPD) to be provided from the DTMA Southwest Wastewater Treatment Plant.

The 2016 Act 537 Plan identified alternative treatment options for eight specific study areas of the Township. These areas are:

1. Newberry Road, east and west of Route 283
2. Colebrook Road north and south of Route 283, Roundtop Road, Crestwood Village Mobile Home Park
3. North Deodate Road/Braeburn Road/Highland Road/ Beagle Road
4. Deodate Road/Lark Street extending to Spruce Street and Cedar Street
5. North Hertzler Road, Cedar Manor and Pine Manor Mobile Home Parks
6. South Deodate Road/Route230/Locust Grove Road
7. Steinruck Road and Woodcrest Drive
8. All of Route 230, including connection to Falcon Crest

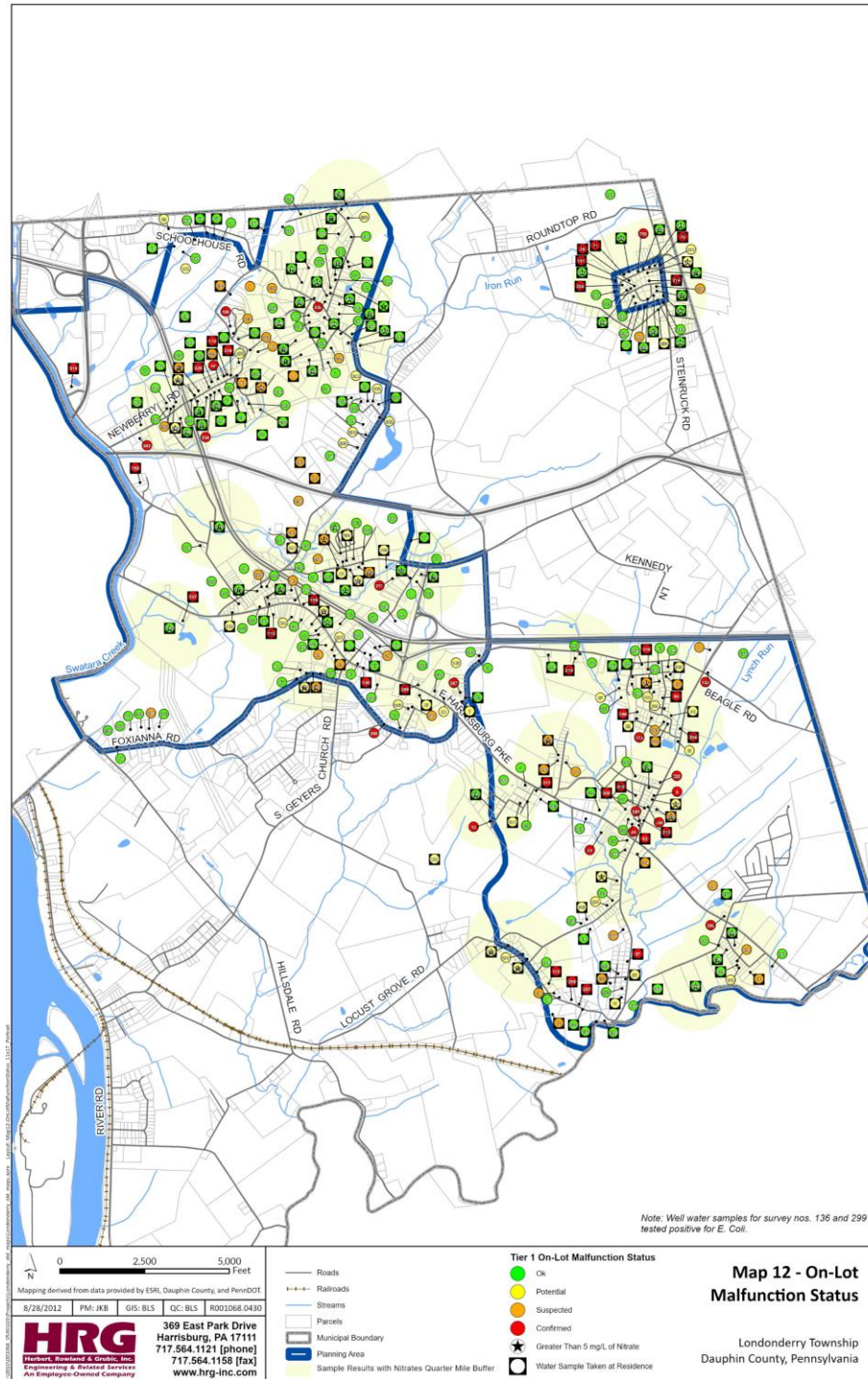
The Act 537 Official Sewage Facilities Plan Special Study for Londonderry Township (2019) established five phases for the construction of the sewer project. The first two phases were the construction of the sewer main from DTMA's Southwest Wastewater Treatment Plan (WWTP) to Hertzler Road. The remaining three phases extended service from the main to existing needs areas. These areas were identified in the Special Study as Braeburn, Deodate North, Deodate South, Colebrook and Crestview Mobile Home Parks, and Newberry Road.

The total project cost was approximately \$26 million, of which \$19.5 million was for the installation of the sewer service and \$6.5 million for the installation of water service. The Township partnered with two developers, CORE5 Industrial Partners and Vision Group Ventures, who contributed approximately \$22.5 million to design, permit, and construct the project. An additional \$3.5 million was received in aid from the Federal Economic Development Administration's (EDA) Nuclear Closure Communities funding.



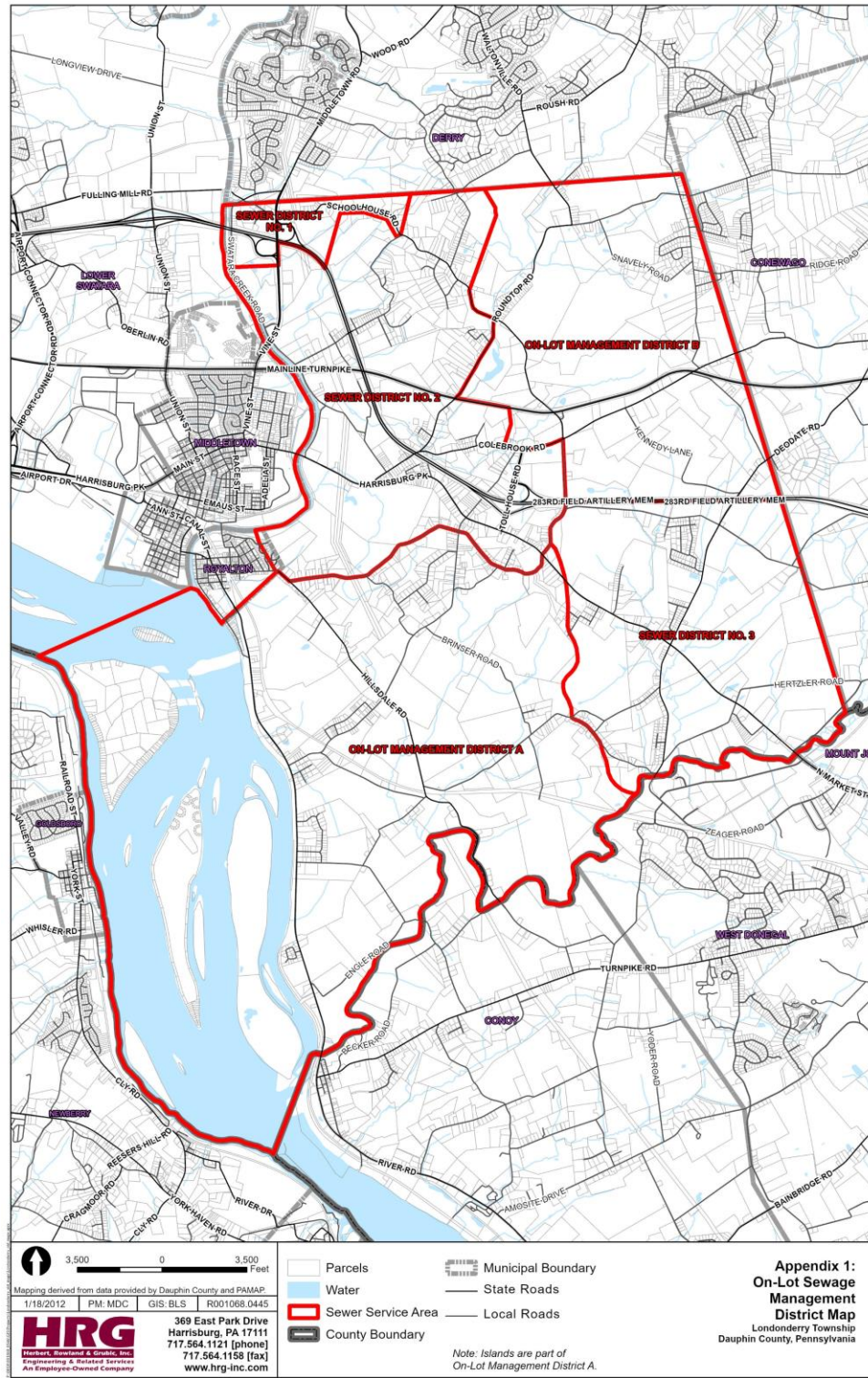
On Lot Sewage Disposal

As part of the Londonderry Township Act 537 Official Sewage Facilities Plan Update (2016), the Township conducted surveys of On-Lot Sewage Disposal Systems (OLDS) in the areas of the Township planned to be served by public sewer service.



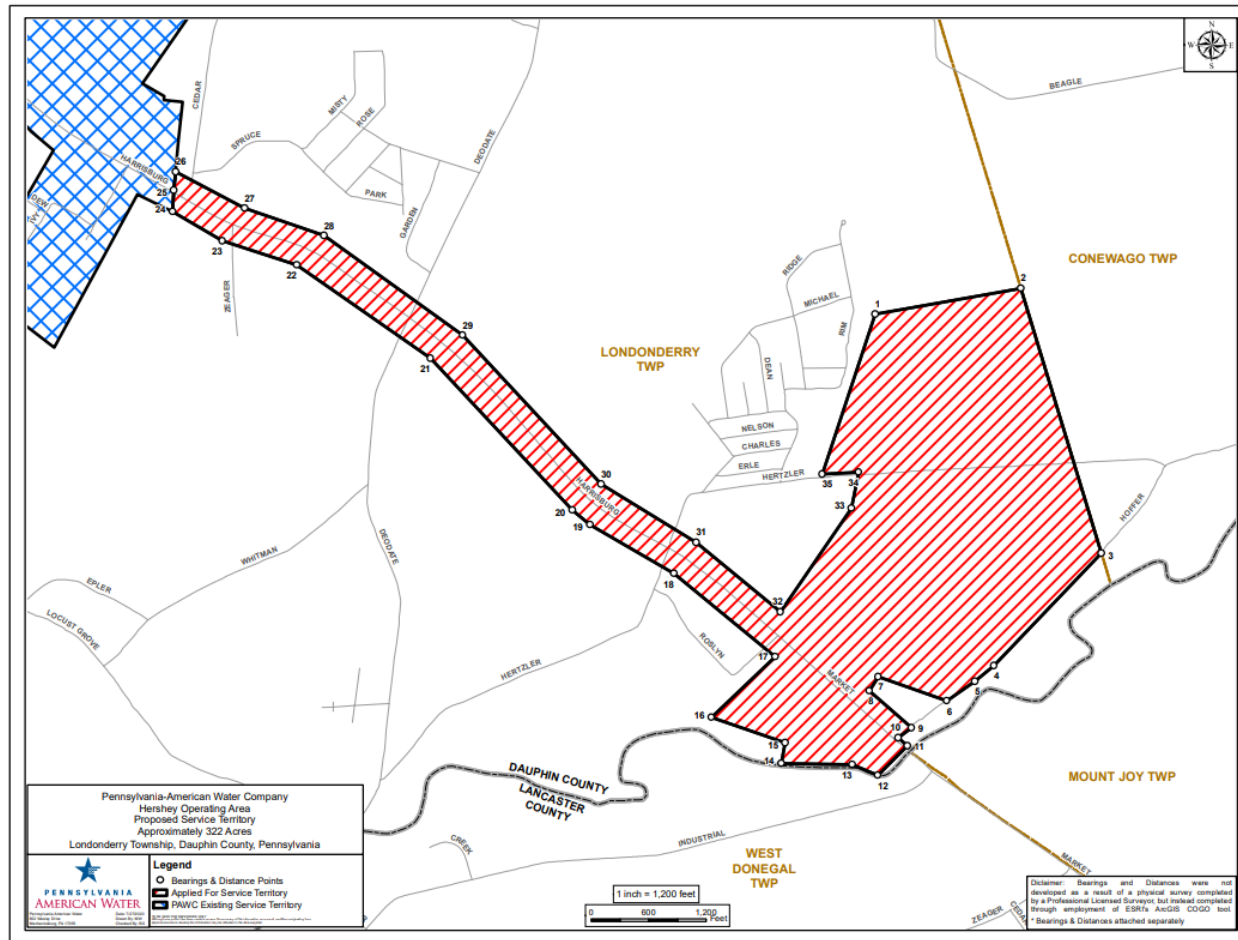
The map (above) identifies sites with potential, suspected, or confirmed OLDS malfunctions.

In 2013, the Township amended its Code of Ordinance, Chapter 18, Sewers and Sewage Disposal, to create five On-Lot Sewage Disposal Systems (OLSDS), shown below, and adopted a schedule for mandatory pumping of the on-lot system. Every treatment system is required to be pumped out once every four years on a rotating schedule. An inspection of the OLSDS is also conducted during the pump out.



Public Water

Pennsylvania- American provides water service to portions of Londonderry Township primarily located along the Route 230 Corridor. In 2020, they were granted authority by the Pennsylvania Public Utility Commission to extend their service area southward to serve the new warehouse developments.



Stormwater Management

Municipal stormwater runoff is commonly transported through municipal separate storm sewer systems (MS4s), and then often discharged, untreated, into local water bodies. A separate storm sewer system is a collection of structures, including retention basins, ditches, roadside inlets and underground pipes, designed to gather stormwater from built-up areas and discharge it, without treatment, into local streams and rivers. It's called a separate system because it's not connected to the sanitary sewer system which drains wastewater from inside a home to a sewage treatment facility or a private septic system.

The Federal Clean Water Act requires certain defined urbanized areas, including Londonderry Township, to obtain a National Pollutant Discharge System (NPDES) permit to discharge stormwater runoff. There are

approximately 7,250 permitted Municipal Separate Storm Sewer Systems (MS4s), including large and small MS4s that exist nationwide, operating under a National Pollutant Discharge Elimination System (NPDES) MS4 permit. The NPDES MS4 permit requires permittees to develop and implement a comprehensive Storm Water Management Program (SWMP) that must include pollution prevention measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of stormwater discharged to the storm drains. Communities that discharge stormwater into the Chesapeake Bay Watershed, or into any other waterway that the DEP identifies as "impaired," are also required to develop a "Pollutant Reduction Plan" (PRP).

Each municipal management plan is unique, but every SWMP includes the same six focus areas that the Environmental Protection Agency considers essential for success, called Minimum Control Measures or "MCMs":

1. Public Education and Outreach
2. Construction Site Erosion Control
3. Public Participation and Involvement
4. Post Construction Stormwater Management
5. Illicit Discharge Detection and Elimination
6. Pollution Prevention and Good Housekeeping

Londonderry Township has taken the following steps to meet the requirements for NPDES MS4 Permit:

1. Public education and outreach - The Township website provides a link to the Township's Plan for Public Education and Outreach which was revised on 3/26/24. A key goal of that plan is that Township will educate the general public by making about 10,000 impressions per year with a stormwater quality message via print, web publishing, or other appropriate media. Recommended actions to meet that goal include:
 - Publish public outreach campaigns including but not limited to; posters, pamphlets, web publishing will be updated quarterly, or as necessary.
 - Distribute stormwater educational materials and information marketing to the target audiences.
 - Operations training program for Township staff, Public Works, and Golf Course Maintenance
 - Creating an extensive public education resource, including a list of resources for homeowners, farmers, and students. It also includes information on the effects of stormwater runoff, and opportunities for public involvement.
 - Publish stormwater articles in the spring and fall newsletters and continually update the environmental section of its website with information regarding stormwater BMPs, stormwater management for homeowners, volunteer opportunities, and illicit discharge detection.
 - Update its Facebook page monthly, with information regarding stormwater management for homeowners, volunteer opportunities, and illicit discharge detection.
2. Construction site erosion control - In partnership with the Dauphin County Conservation District, and in association with the MS4 permit, Londonderry Township has a program to reduce pollutants in stormwater runoff to the MS4 for construction sites disturbing one or more acres.

The Township has developed the following measures to comply with their MS4 permit:

- A stormwater management ordinance,
- Requirements to implement erosion and sediment control best management practices (BMPs),
- Requirements to control other waste at the construction site,
- Procedures for reviewing construction site plans,
- Procedures to receive and consider information submitted by the public, and
- Procedures for inspections and enforcement of stormwater requirements at construction sites.

Most types of construction require local permits, and construction sites disturbing one or more acres of land may require additional permits.

The graphic below, which is included in the Stormwater Management and MS4 section on the Township's website, highlights a number of Best Management Practices (BMPs) required during the construction process, such as site stabilization, silt fencing, and storm drain inlet protection.

Stormwater and the Construction Industry

Protect Natural Features

- Minimize clearing.
- Minimize the amount of exposed soil.
- Identify and protect areas where existing vegetation, such as trees, will not be disturbed by construction activity.
- Protect streams, stream buffers, wetland woodlands, wetlands, or other sensitive areas from any disturbance or construction activity by fencing or otherwise clearly marking these areas.

Construction Phasing

- Sequence construction activities so that the soil is not exposed for long periods of time.
- Schedule or limit grading to small areas.
- Install key sediment control practices before site grading begins.
- Schedule site stabilization activities, such as landscaping, to be completed immediately after the land has been graded to its final contour.

Vegetative Buffers

- Protect and install vegetative buffers along water bodies to slow and filter stormwater runoff.
- Maintain buffers by mowing or replanting periodically to ensure their effectiveness.

Maintain your BMPs!

www.epa.gov/npdes/menuofbmps

Silt Fencing

- Inspect and maintain silt fences after each rainstorm.
- Make sure the bottom of the silt fence is buried in the ground.
- Securely attach the material to the stakes.
- Don't place silt fences in the middle of a roadway or use them as a check-dam.
- Make sure sediment is not flowing around the silt fence.

Site Stabilization

- Stabilize, mulch, or otherwise stabilize all exposed areas as soon as final operations have been completed.

Construction Entrances

- Remove mud and dirt from the tires of construction vehicles before they enter a paved roadway.
- Properly size entrance BMPs for all anticipated vehicles.
- Make sure that the construction entrance does not become buried in soil.

Slopes

- Rough grade or terrace slopes.
- Break up long slopes with sediment barriers, or under drain, or direct overwater over slope slopes.

Dirt Stockpiles

- Cover or seed all dirt stockpiles.

Storm Drain Inlet Protection

- Use rock or other appropriate material to cover the storm drain inlet to filter out mud and debris.
- Make sure the rock size is appropriate (usually 1 to 2 inches in diameter).
- If you use inlet filters, maintain them regularly.

3. **Public Participation and Involvement-** In addition to the public education and outreach actions recommended in Step #1, the Township website also has a link to Penn State Extension's Greening the Lower Susquehanna Facebook page. Citizens can volunteer to work on projects such as riparian buffering planting and clearing invasive species.
4. **Post-construction stormwater management -** The Township has adopted a Plan for Post-Construction Stormwater Management in New Development and Redevelopment. This Plan was revised by the Township on 1/8/21 and reviewed on 4/4/24. The Minimum Measure Objective of the Plan states the "The purpose of post-construction stormwater management within the Township is to minimize the impacts of construction activities on the watershed. The Township will implement these measures with the help of the Township Engineer, Township staff, and the County Conservation District. A schedule for inspection of installed stormwater BMPs will be set up, and a plan for long term maintenance will be established."

In addition to enforcing the requirements of the Township's Stormwater Management Ordinance, the Plan recommends the development and implementation of measures to encourage and expand the use of Low Impact Development (LID) in new development and redevelopment, including retrofitting LID into existing development.

5. **Illicit discharge detection and elimination (IDD&E) -** The Township's Plan for Illicit Discharge Detection and Elimination was last reviewed on 4/4/24. The purpose of the IDD&E program is to establish and carry out procedures to identify and remove illicit discharges, establish legal authority for enforcement actions, and encourage public education and involvement in eliminating illicit discharges. The illicit discharge elimination program will also allow the Township to continue to develop the comprehensive map of the storm drain system.
6. **Pollution prevention and good housekeeping -** The Plan for Pollution Control and Good Housekeeping Objective includes the following objectives:
 - Complete an Operations and Maintenance (O&M) plan for all municipal operations
 - Manage maintenance activities, schedules and inspection procedures to reduce the potential for pollutants.
 - Operations training program for Township staff, Public Works, and Golf Course Maintenance

In addition to the six Minimum Control Measures required for the Township's Stormwater Management Program. The Township has also identified the following water quality projects to fulfill their MS4 requirements.:

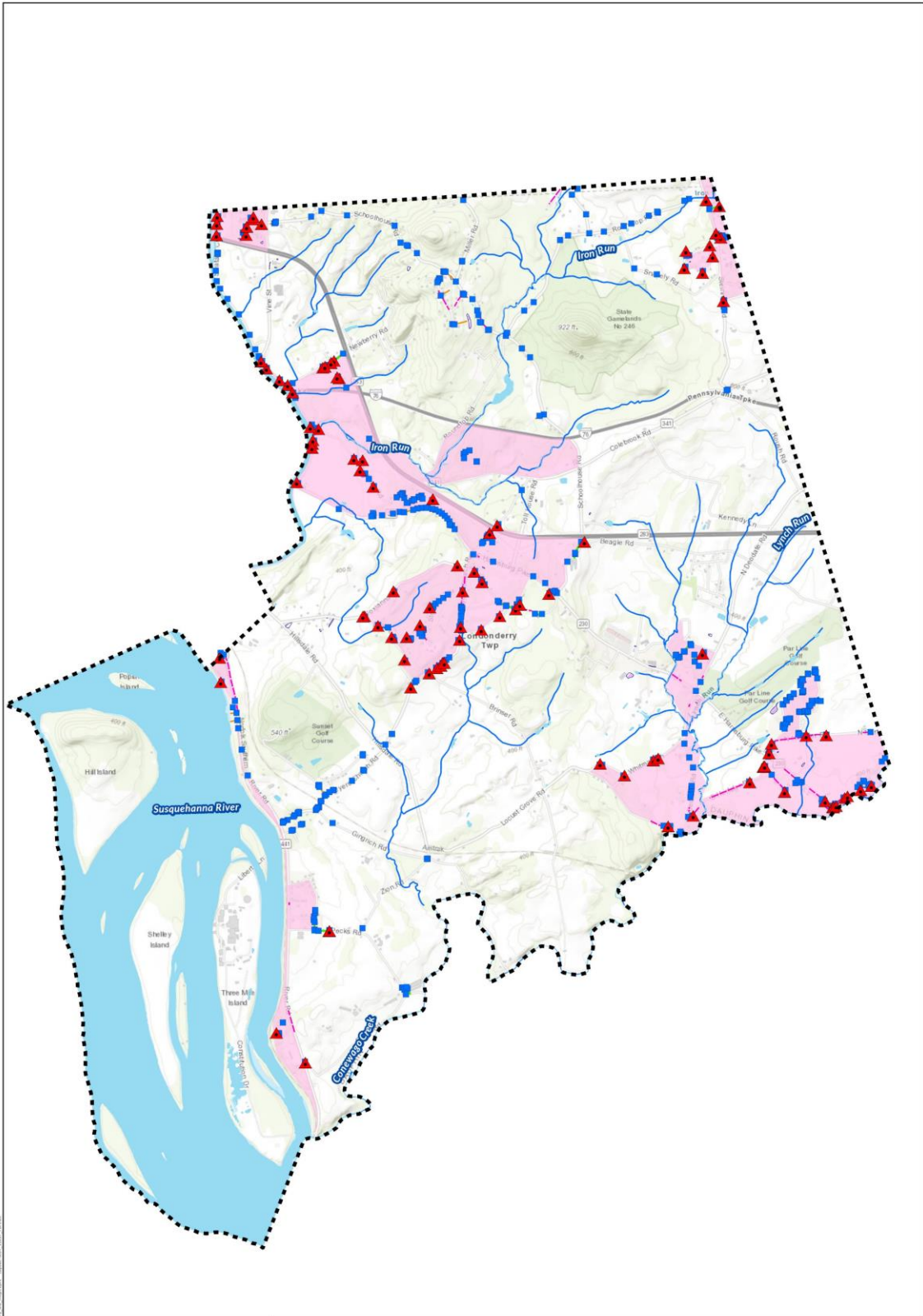
- **Conewago Creek stream restoration-** Londonderry Township and Mount Joy Township in Lancaster County have partnered to complete nearly one mile of stream restoration and legacy sediment removal in the Conewago Creek to fulfill their mandated MS4 Pollutant Reduction Plan. The Conewago Creek Floodplain Restoration Project Phases 1-3 are complete. Funding to work on Phase 4 has been obtained but the project is on hold. In addition to the floodplain restoration, there are 33 acres of meadow protecting the project.
- **Swatara Creek riparian buffers-** Londonderry Township utilized a FEMA grant to buy residents out of damaged properties and has since planted riparian buffers in place of the homes. Some buffers

have edible berry shrubs for the community, and other buffers are hosts to many flowering trees and shrubs, but all buffers have native plants working to infiltrate stormwater and support local pollinator populations.

- **Improvements to Sunset Park** - In 2017, the Sunset golf course transformed into a more open links style course with more open green areas. After the improvements were complete, Sunset planted over ten acres of native wildflower meadow plantings including Little Blue Stem, Black Eyed Susan, Flat Topped White Aster and many others. In 2020, the Golf Course was presented with a grant opportunity through DCNR and the Alliance for the Chesapeake Bay: A Turf to Meadow Conversion grant program to combat water and air pollution, reduce mowing and maintenance costs and support local pollinators. Sunset Golf Course and Park reduced an additional five areas of turf grass, planting more wildflower meadow instead.
- **Sunset Park Riparian Buffer**- In the Spring of 2021, a multifunction riparian buffer was planted along the stream with flowering trees. Riparian buffers work to infiltrate and filter storm water, before it enters the stream. Additionally, the native plants provide habitat and food sources for our local pollinators.
- **Sunset Meadows**- During the Sunset Golf Course Meadows Expansion project, nearly 1 acre of meadow grasses were planted in the island near the parking areas of Sunset Park. The meadow grasses will infiltrate stormwater and provide for native pollinators.

Municipalities that have been issued an MS4 permit must submit a complete Annual MS4 Status Report to DEP by September 30th of each year. The Township must identify the actions taken to satisfy the six Minimum Control Measures (MCMs) identified above. The Report must also include a summary of the progress achieved to meet the goals of the Pollution reduction Plan (PRP). The Township has maintained its compliance with the MS4 Permit and continues to demonstrate actions taken as part of the six Minimum Control Measures. A key part of this is continued public education and outreach.

The Township website also includes the Annual MS4 Status Report to the DEP for the period of July 1, 2022-Jun 30, 2023, identifying how the requirements of the NPDES permit are being met. The report also includes the Township's MS4 Map (shown below) which identifies the location of outfalls, inlets, manholes, and stormwater pipes, as well as basins, streams, waterbodies, and the designated Urban Area which is covered by the MS4 Permit.



0 3,400 6,800 Feet
 Mapping derived from data provided by ESRI, Dauphin County, and PennDOT.
 8/1/2024 PM: SEF GIS: MSM QC: MSM R001068.0436
HRG
 369 East Park Drive
 Harrisburg, PA 17111
 717.564.1121 [phone]
 717.564.1158 [fax]
 www.hrg-inc.com

- Township Boundary
- ▲ MS4 Outfall
- Outfall
- Inlet
- Manhole
- Stormwater Pipe
- Open Drain
- Virtual Drainline
- Basin
- Waterbody
- Streams
- Urban Area

MS4 Map

Londonderry Township
Dauphin County, Pennsylvania

Police

Police service in Londonderry Township is currently provided by the Pennsylvania State Police Troop H. There are two police barracks in Dauphin County. The location at 8000 Bretz Drive in West Hanover Township serves Londonderry Township. This site is a little over 14 miles away from the Londonderry Township municipal building. There is also a barracks located near Lykens serving the northern portion of Dauphin County.

The Pennsylvania State Police (PSP) Community Access to Information Dashboard provides call information for each municipality it serves. The following is a summary of criminal investigations conducted by the PSP in Londonderry Township from January 1, 2021, through June 30, 2024:

- Total criminal investigations - 688
- Total criminal arrests- 441

The Dashboard also provides a breakdown of criminal investigations by type. These include crime against person, crime against property, crime against society, hate/bias crimes, and crimes involving a firearm. The criminal investigations by type exceed the total number of criminal investigations because some investigations involved multiple crime categories. The most common crime investigations in Londonderry Township from 1/1/21-6/30/24 were:

- Crimes against society (322), including DUI (113) and drug offenses (99)
- Crimes against property (273), including theft (107) and fraud/forgery (83)
- Crimes against a person (248), including assault (168) and sex offenses (30)

Over the same reporting period of 1/1/21 to 6/30/24, the PSP issued 2,942 traffic citations and 2,379 warnings. There were 666 crashes, with 6 crashes with fatalities. The roadways with the greatest incidence of crashes were PA Routes 230 and 283, the PA Turnpike, and River Road. Other roadways with higher numbers of citations and crashes include Steinruck Road, Roundtop Road, Schoolhouse Road, Colebrook Road, South Geyers Church Road, and Vine Street.

Staffing levels and response times are considered confidential and not released to the public by the PSP.

Fire

The Londonderry Fire Company is located at 2655 Foxiana Road. The Company includes 38 active firefighters and line officers. The Fire Police has 12 officers and members.



EMS

Ambulance service in Londonderry Township is provided by South Central EMS. South Central provides Advanced Life Support Services to Londonderry Township, and Advanced and Basic Life Support Services to seven other municipalities in Dauphin County: the Boroughs of Middletown, Highspire, and Royalton, all of Lower Paxton, East Hanover, and West Hanover Townships, and the northern section of South Hanover Township. South Central EMS has a fleet of nine fully equipped ambulances operating out of three stations in Middletown Borough, Lower Paxton Township, and East Hanover Township. The station in Middletown Borough is located approximately 3.1 miles from the Londonderry Township municipal building.

Schools

Londonderry Township is served by the Lower Dauphin School District which also includes East Hanover, South Hanover, and Conewago Townships, and Hummelstown Borough. Students in the Lower Dauphin School District can attend the Dauphin County Technical School. The Technical School offers courses in Construction and Manufacturing, Visual Arts and Information Technology, Health Sciences and Public Services, and Transportation.

Students in Londonderry Township attend Londonderry Elementary School, located at 260 Schoolhouse Road, for Grades K-5. Lower Dauphin Middle School, Grades 6-8, and High School, Grades 9-12, are both located in Hummelstown Borough.



Google Street View

Enrollments for both Londonderry Elementary School and Lower Dauphin School District have declined in the last decade. Elementary school attendance has declined approximately 13.5% since the 2014-15 school year, while attendance for the school district has dropped 7.0%.

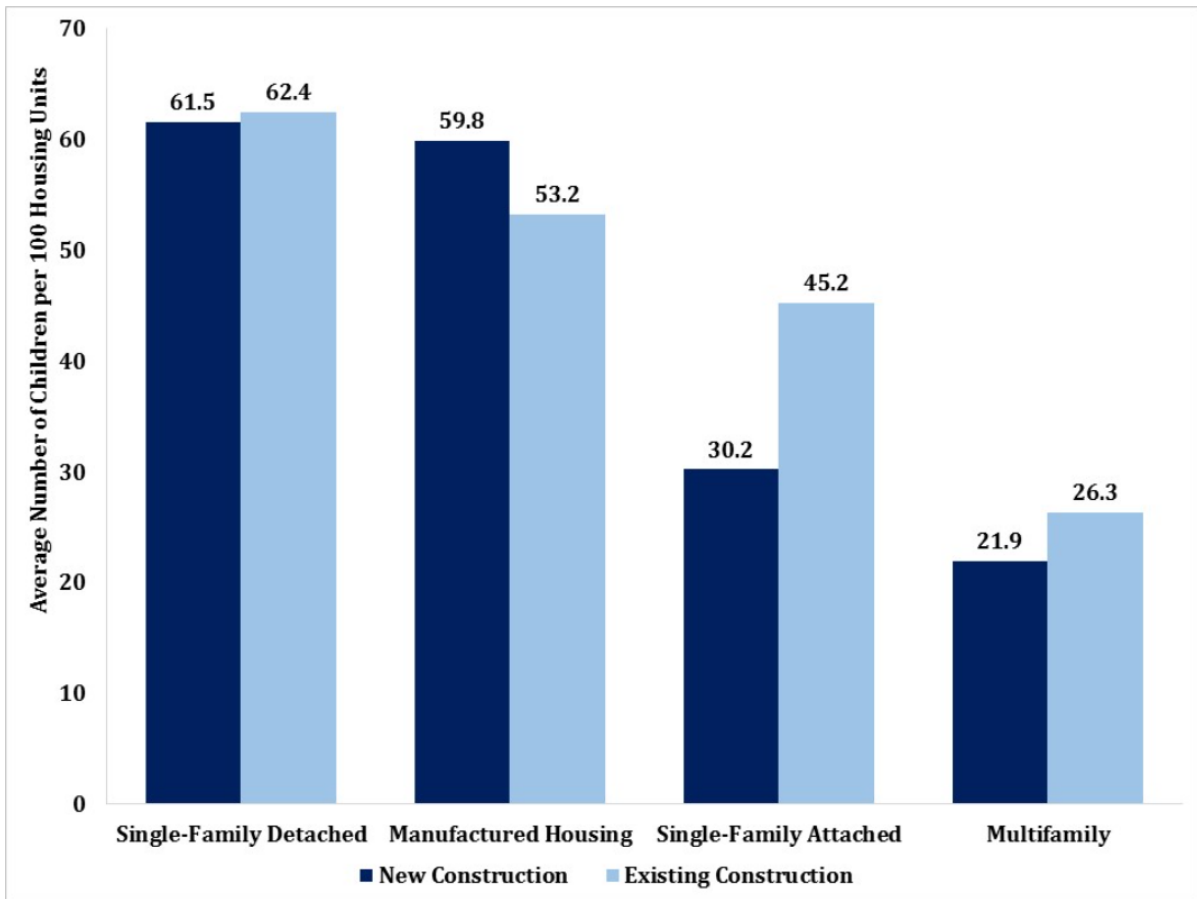
| <u>School Year</u> | <u>Londonderry Elementary</u> | <u>Lower Dauphin S.D.</u> |
|--------------------|-------------------------------|---------------------------|
| 2023-24 | 242 | 3,450 |
| 2022-23 | 222 | 3,477 |
| 2021-22 | 245 | 3,541 |
| 2020-21 | * | 3,613 |
| 2019-20 | 265 | 3,719 |
| 2018-19 | 259 | 3,666 |
| 2017-18 | 284 | 3,731 |
| 2016-17 | 295 | 3,713 |
| 2015-16 | 277 | 3,681 |
| 2014-15 | 280 | 3,710 |

*Data unavailable

Source: Pennsylvania Department of Education Public School Enrollment Reports

A 2017 report by the National Association of Home Builders (NAHB) estimates that, for newly constructed single-family attached dwellings, there is an average of 61.5 children per 100 units for new single-family detached dwellings, 30.2 children per 100 dwelling units for new single-family attached, and 21.9 children per 100 units in newly constructed multifamily developments.

Figure 3: Average Number of Children in New and Existing Construction by Residential Development Type



The Township is currently reviewing the largest subdivision in its history named Falcon Crest. The current proposed housing unit mix for the Falcon Crest development is 205 single-family detached dwellings, 91 townhouse units, and 532 multi-family units. Using the NAHB estimates identified above, Falcon Crest would add approximately 266 more students at full buildout. These estimates could change if the dwelling types are changed in the future. Also, the full impact of the projected increase won't be felt by any one school in the district as additional new student populations would be spread-out over all grade levels.

Universities that are close to Londonderry Township include Penn State University - Capital College in Lower Swatara Township and Middletown Borough, and Elizabethtown College in Elizabethtown Borough, Lancaster County.

Libraries

The nearest library to Londonderry Township is the Middletown Public Library. This library is not part of the Dauphin County Library System. The William H. and Marion C. Alexander Family Library in Hummelstown Borough is a part of the Dauphin County Library System. The Elizabethtown Public Library is in Elizabethtown Borough, Lancaster County.

Recycling/Solid Waste Management

The Pennsylvania Municipal Waste Planning Recycling and Waste Reduction Act (Act 101) requires municipalities, other than counties, with a population of 10,000 or more people, or with a population of more than 5,000 but less than 10,000 people, and a population density of more than 300 people per square mile, are mandated to recycle. As of the 2020 Census, Londonderry Township has a population of 4,885 and a population density of 215 people per square mile.

Recommendations

As noted in the Housing Chapter and the Future Land Use and Growth Management Chapter, Londonderry Township has experienced and will continue to experience an increase in both residential and non-residential development. In the past decade, the Township has seen the development of over a million square feet of new warehouse space. In the next two decades, over 800 new dwelling units at Falcon Crest are anticipated to be built, increasing the Township's 2020 population by almost 45%.

The following recommendations address three potential impacts of the growth in both non-residential and residential development in the Township.

Police

Conduct a study of policing alternatives to serve current and future needs.

Currently, Londonderry Township is served by the Pennsylvania State Police barracks in West Hanover Township. This location is between 10 and 20 miles from portions of the Township. These travel distances, and the tremendous increase in population projected for Falcon Crest, suggest that the current police service levels may not be adequate to meet future needs. It is recommended that the Township conduct a police services study to plan for future needs.

The Pennsylvania Department of Community and Economic Development's Governor's Center for Local Government Services should be contacted to determine what level of technical and financial assistance can be provided. There are at least four distinct options for providing police service in the future. The first is to maintain existing protection from the PA State Police. The second is to explore regional policing options with neighboring municipalities. Currently, Lower Swatara Township, Derry Township, and Middletown Borough all have a police department. The third option is to create a separate Londonderry Township police department. The fourth option is a hybrid approach with part-time state police coverage and part-time local police coverage.

Solid Waste

Create a Township recycling program

As noted above, the Township is currently not required to provide mandatory recycling because it does not meet either the total population requirements, or the population density requirements. However, with the full buildout of the Falcon Crest development, the Township would come close to meeting the mandatory threshold for solid waste and recycling.

The current Township population, according to the 2020 Census is 4,885, the total land area is 22.8 square miles according to the 2022 American Community Survey, with a resultant population density of 214.25 persons per square mile. With Falcon Crest adding 828 dwelling units at full buildout, with an estimated population increase of approximately 1,900 people, the total Township population would be about 6,800. The population density would increase to about 298 people per square mile. Therefore, the Township would almost reach the mandated threshold for solid waste and recycling collection.

As noted above, Act 101 mandates local government to adopt an ordinance that requires recycling. The ordinance shall require the following:

1. Recycling at single-family homes and apartments; commercial, municipal, and institutional establishments; and at community activities.
2. A scheduled day, at least once per month, when separated recyclable materials are to be placed at the curb or similar location for collection.
3. A collection system, including trucks and related equipment, to pick-up separated recyclable materials from the curb or similar location at least once per month from homes and businesses in the municipality. The municipality shall explain how the system will operate, the dates of collection, the responsibilities of persons within the municipality and incentives and penalties.
4. Provisions to ensure compliance with the ordinance, including incentives and penalties.
5. Provisions for the recycling of collected materials.

Stormwater Management

Londonderry Township has a well-established MS4 program that meets all six of the requirements for continued NPDES permitting. It has also initiated several water quality projects, most notably the Conewago Township stream restoration project conducted jointly with Mount Joy Township, and improvements at Sunset Park and Golf Course.

The Township is urged to continue the implementation of these projects in concert with the recommendations of the Parks, Recreation, and Open Space Plan. These projects not only help the Township to meet its MS4 requirements but also provides opportunities for passive recreation use for the Township's citizens.

Additional recommended actions include:

1. Work with the Township's MS4 Coordinator to implement a Stream Clean-Up Event with volunteers recruited from the community.

2. Whenever feasible, utilize permeable pavement in Township parks, driveways, and access drives.
3. Conduct public education events to disconnect or redirect down spouts and direct the storm flow to lawns or rain barrels. Subsidize the purchase of rain barrels by Township residents.
4. Develop a yard waste mulching program as part of the municipal recycling program recommended above. This can reduce the amount of residential yard waste entering the stormwater system.
5. Demonstrate the effectiveness of structural Best Management Practices (BMPs) such as vegetated swales and rain gardens on Township properties and in Township road rights-of-way.
6. Consider reducing the minimum required street widths for new developments. Right-sizing residential streets can reduce impervious surface and stormwater runoff. Currently, Section 22-402.3. A. of the Township’s Subdivision and Land Development Ordinance requires a total paved width of 34 feet (20’ cartway and two 7-foot shoulders) for both minor streets and cul-de-sacs.
7. Utilize spreadsheet tools to estimate watershed pollutant loads and load reductions given specific Best Management Practices (BMPs). The Center for Watershed Management has a Watershed Treatment Model (WTM) to help municipalities calculate annual pollutant loads and runoff volumes and estimate benefits from a wide range of stormwater runoff and pollutant removal practices.

PARKS, RECREATION. AND TRAILS

INTRODUCTION

Londonderry Township has two municipal owned parks which provide passive and active recreational opportunities – Sunset Park and Braeburn Park. The Township parks offer a range of amenities and facilities that include pavilions, playgrounds, ball fields, bocce ball courts, horseshoe pits, sand volleyball courts, tennis courts, soccer fields, and basketball courts. The two parks range in size, with Sunset Park being the largest at 24* acres and Braeburn Park at 5.37 acres. As the parks are different in size and amenities, they serve different purposes in the community.

PARK AND RECREATION FACILITIES

Below is a list and map of the Township owned parks that include active and passive recreation amenities and/or facilities:

| Park Name | Acres | Park Type |
|---------------|-------|---|
| Braeburn Park | 5.37 | Neighborhood Park |
| Sunset Park | 24* | Community Park/Special Purpose Facility |

**Note: Sunset Park acres does not include Sunset Golf Course acres.*

Braeburn Park

Braeburn Park is a neighborhood park that is over 5 acres in size. The park features a basketball court and small play area. The park also features a large grassy area but is not formally programmed. There are two tennis courts that have been closed to the public due to their condition. Overall, the park is underutilized and would benefit from improvements and increased amenities.

Sunset Park

Sunset Park is a true asset to the community; with its variety of amenities, it offers something for all ages. The park offers multiple play areas and structures, ball fields, bocce ball, horseshoe pits, and a basketball court. In addition, the park has three pavilions (one large pavilion and two smaller ones) that include electricity and grills. These are rented frequently during the peak season. In 2024, batting cages were added to the park by a sports organization, the Londonderry Athletic Association.

The northern end of the site is currently being developed as rugby fields by a third-party sports organization, Harrisburg Rugby Football Club Inc., under a long-term lease. However, the improvements to the rugby area are developing at a slower pace and smaller scale than originally expected when the lease was signed in 2016.

Conewago Trails & Floodplain Restoration Area

In addition to the formal parks, the Township has completed a floodplain restoration project on 100 acres of Township-owned property along Conewago Creek. Although this property is not currently encouraging public access, the Township has plans to add amenities and open the area to the public in the future.

ADDITIONAL RECREATION AMENITIES & FACILITIES

In addition to the Township-owned parks and recreation facilities, there are other publicly and privately owned recreation facilities in the Township, and the surrounding area that offer additional recreation opportunities for Township residents. The following is a list of some of the additional public park and recreation facilities.

| Additional Park & Recreation Amenities Nearby | | | |
|---|-----------------------|-------------------|------------|
| Name | Location | Private or Public | Cost / Fee |
| State Game Lands 246 | Londonderry Township | Public | No |
| Canal Lock Boat Launch | Londonderry Township | Public | No |
| Iron Mine Run Fishing Area | Londonderry Township | Public | No |
| Londonderry Elementary School | Londonderry Township | Public | No |
| Conewago Township Park | Conewago Township | Public | No |
| Conewago Elementary School | Conewago Township | Public | No |
| Gerber Park | Conoy Township | Public | No |
| PA Fish & Boat Falmouth Boat Launch | Conoy Township | Public | No |
| Conoy Canal Park | Conoy Township | Public | No |
| Fisherman's Wharf River & Trail Access Area | Conoy Township | Public | No |
| NW Lancaster County River Trail | Conoy Township | Public | No |
| Shank Park | Derry Township | Public | No |
| Gelder Park | Derry Township | Public | No |
| Koons Park | Derry Township | Public | No |
| Bullfrog Valley Park | Derry Township | Public | No |
| Poplar Street Park | Elizabethtown Borough | Public | No |

| Additional Park & Recreation Amenities Nearby | | | |
|--|-----------------------|-------------------|------------|
| Name | Location | Private or Public | Cost / Fee |
| Willowood Park | Elizabethtown Borough | Public | No |
| Elizabethtown Borough Community Park | Elizabethtown Borough | Public | No |
| Hickory Lane Park | Elizabethtown Borough | Public | No |
| Fairgrounds | Elizabethtown Borough | Public | No |
| East High Elementary School | Elizabethtown Borough | Public | No |
| Elizabethtown Area High School | Elizabethtown Borough | Public | No |
| Elizabethtown College | Elizabethtown Borough | Public | No |
| Bear Creek Elementary School | Elizabethtown Borough | Public | No |
| PA Fish & Boat Middletown Access | Middletown Borough | Public | No |
| Susquehanna Street Park | Middletown Borough | Public | No |
| Etnoyer Park | Middletown Borough | Public | No |
| Colston Park | Middletown Borough | Public | No |
| Middletown Municipal Pool* | Middletown Borough | Public | No |
| Elnor Overdeer Park | Middletown Borough | Public | No |
| Oak Hills Park | Middletown Borough | Public | No |
| Frey Manor Park | Middletown Borough | Public | No |
| Hoffer Park | Middletown Borough | Public | No |
| Main Street Gym | Middletown Borough | Public | Yes/No |
| Middletown Middle School | Middletown Borough | Public | No |
| Robert G Reid Elementary School | Middletown Borough | Public | No |
| Middletown Area Middle School | Middletown Borough | Public | No |
| Penn State Harrisburg Campus | Middletown Borough | Public | No |
| Lyall J. Fink Elementary School | Middletown Borough | Public | No |
| Old Trolley Line Park | Mount Joy Township | Public | No |
| Conewago Recreation Trail | Mount Joy Township | Public | No |
| Kiwanis Park | Royalton Borough | Public | No |
| Borough Hall Playground | Royalton Borough | Public | No |
| Market Street Park | Royalton Borough | Public | No |
| West Donegal Township Civic Park | West Donegal Township | Public | No |
| Rheems Athletic Association Field | West Donegal Township | Public | No |
| Greater Elizabethtown Area Recreation and Community Services | Elizabethtown Borough | Public | Yes |
| <i>Note: All schools have limited and or restricted access to amenities. *Middletown Community Pool is not currently open.</i> | | | |

PARK & RECREATION TRENDS

Parks and recreation trends should also be considered during the decision-making process for park development and amenity changes or additions. NRPA publishes a list each year of the top trends in parks and recreation. Trends in parks and recreation should be used as a tool to help guide a community through determining potential amenities to add to their community or amenities that could be adapted. Recent trends have included improved dog parks and indoor commercial recreation centers such as trampoline parks or

multi-sport synthetic turf fields. The following is a summary of the trends from 2021 to 2023 published by NRPA:

■ **A Decline in Youth Sport Participation**

Many studies have found a decline in youth sports participation over the years. Prior to Covid-19 restrictions, a study by the Aspen Institute found a decline in youth sport participation from 45% in 2008 to 39% in 2018. Since the pandemic, studies have found that most children ages 6 to 12 quit youth sports by the age of 11 and that 3 in 10 children who played in youth sports prior to the pandemic are no longer interested. It will be important for the Township to monitor the local trends in youth sports participation to assure that recreation amenities continue to meet the needs and desires of the community.

■ **Increase Demand for Pickleball Courts & Pickleball Noise Complaints**

These are two different trends that have been noted over the years (2021 & 2023). In 2021 it was found that the popularity of pickleball began to rapidly increase. Pickleball is an activity that appeals to people of many ages, especially older adults. Many communities responded to the increased demand for pickleball courts by converting tennis courts and developing new courts within their parks. However, with an increase in pickleball courts came an increase in noise.

Pickleball is a noisier activity than tennis, the sport it is most often compared to. Pickleball-related noises can reach 70 decibels from 100 feet away, which exceeds most local community noise standards. With pickleball being so popular that courts can be found packed from dawn to dusk, communities should consider the location of pickleball courts to assure that residents are not adversely impacted by the location of those courts.

■ **Accelerating Impacts of Climate Change**

With increased average daily temperatures and changes to weather patterns, assuring that parks and their amenities remain safe and resilient has become vital. Many play structures and park amenities absorb heat and can become so hot to the touch that they can't be used during the daytime. This concern increases as daily average temperatures continue to rise. Providing shade through natural tree canopies or shade structures will be important to ensuring safe places to recreate, as well as allowing continued use of the parks in hot conditions. Shade should also be offered throughout parks, including over benches and places where people may sit.

Another impact climate change can have on parks and amenities is extreme rainfall or drought conditions. Both have different impacts on the parks. With limited rainfall, drought tolerant plants should be considered. Additionally, in areas that see increased flooding during larger rainfall events, providing plantings and infrastructure to allow water to infiltrate should be considered.

■ **A Stronger Community Orientation Toward Health Equity & Social Services**

One of the most important trends identified in 2021 was the increased focus on health and health equity in communities. The movement toward health and well-being was magnified by COVID-19 and has continued beyond the pandemic. Health and health equity have become intertwined with a greater focus on meeting the social needs of communities.

The NRPA Parks Snapshot surveys identified that up to 60% of parks and recreation agencies have been supporting food distribution, food pantries, COVID-19 testing, daycare for children of essential workers and first responders and safe places for learning. It is predicted that parks and recreation departments will do more to address social and racial equality and disparities in providing services to the public in the coming years. This trend could translate into a transformation of the parks and recreation workforce with the hiring of health, equity, trauma-informed and community engagement specialists.

■ **Mindfulness, meditation and stress reduction programs and recreation opportunities**

During the pandemic a focus on one's personal health and wellness including mental health came to the forefront. With this, there has been an increase in demand for programming and passive recreation opportunities for mindfulness, meditation and stress reduction. This could include nature walks, meditation classes, yoga and other activities. It was suggested that municipalities assure that their parks provide places for these activities and offer mindfulness, meditation and stress reduction programming opportunities.

■ **Parks Everywhere – Increased Demand for Access to Parks, Trails & Open Spaces**

Throughout the pandemic, communities saw an increase in use of and increased demand for both outdoor parks and recreation spaces and public places. This demand has continued within communities post-pandemic. With lasting community demand and desire, municipalities should be looking to assure that all residents have access to a park or trail within a 10-minute walk.

■ **Parks as Anchor Institutions**

Anchor institutions are defined as enduring non-profit organizations that create strong social, economic and healthy bonds within communities. Most anchor institutions have been “eds and meds” such as, universities and hospitals. Parks and recreation systems traditionally have not been regarded as anchor institutions, but there is a strong case to recognize parks and recreation agencies and facilities as being part of a critical community support system of anchor institutions.

Regarding parks and recreation as anchor institutions will help shape a new narrative of the value of parks and recreation to communities. Parks and recreation agencies have been able to prove they enable the members of communities to connect to each other daily in a way that eds and meds do not.

NRPA agrees with parks and recreation being viewed as anchor institutions and it aligns with NRPA's strategic vision for health and well-being. NRPA and others are moving away from defining parks as 'amenities', as parks are no longer viewed as spaces that are nice-to-have in communities - they have become essential, vital spaces that offer programs that can be social drivers of health, resilience and equity.

Park standards and park trends should be used as a tool, when making park amenity decisions, however planning recreation amenities should depend heavily on the community demographics, desires and interests. Parks and recreation trends should be reviewed on an annual basis, from NRPA and compared with the community needs.

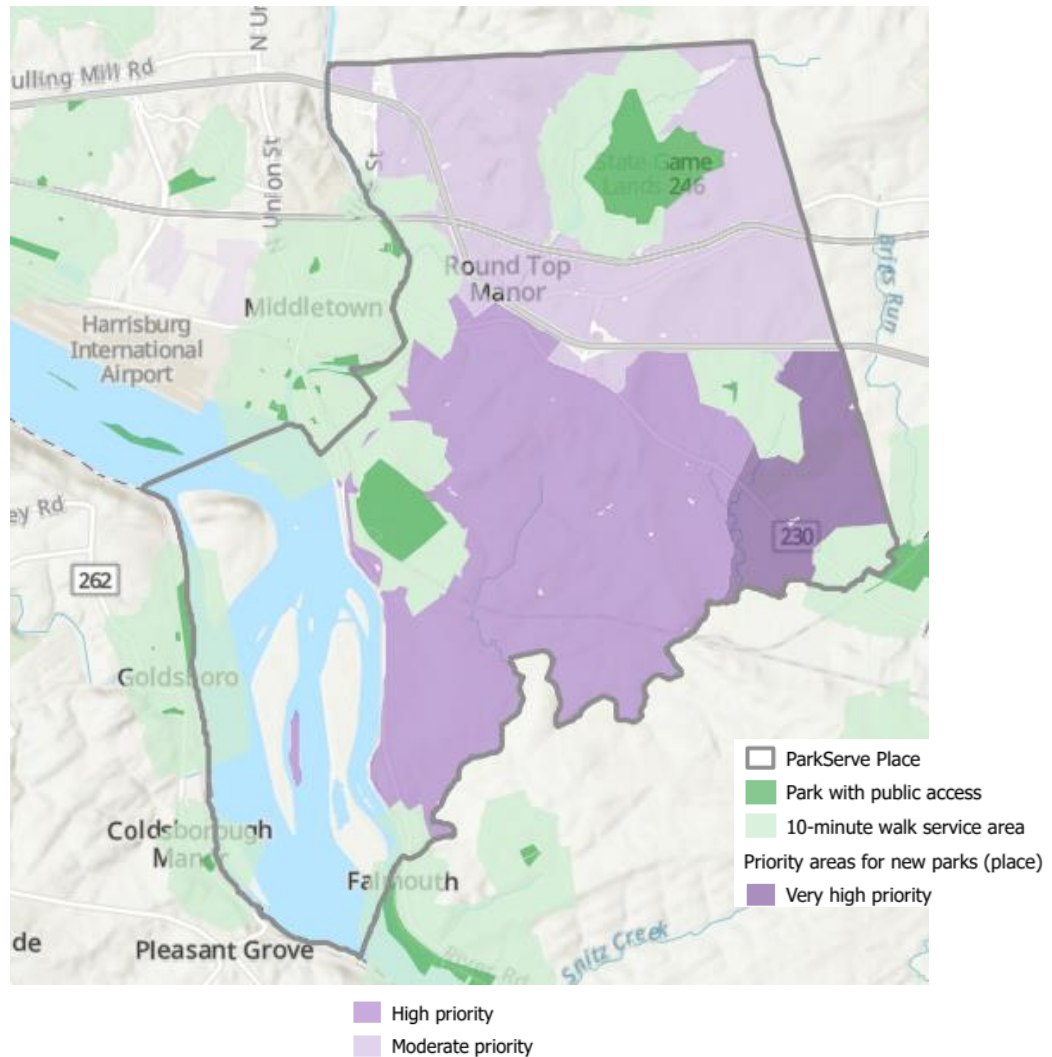
GOALS & OBJECTIVES

1. Provide and plan for park and recreation facilities and amenities that meet standards, support both active and passive recreation opportunities, serve all ages and abilities, while adapting to recreation trends, and planning for the evolving community.
2. Build and maintain a strong sense of community through parks, open space and recreation facilities, a variety of programs, and social interactions.
3. Provide park and recreation facilities including multi-use trails that are accessible to Township residents within a safe 10-minute walk.
4. Ensure reasonable accommodations based on the park's physical features, amenities and mission.
5. Implement sustainable and climate resilient practices when constructing, maintaining, updating, and enhancing park and recreation facilities.
6. Incorporate nature into the existing parks through environmental education, native plantings, clean water and other sustainable practices.
7. Create welcoming, well-advertised spaces and places for social interactions.

TRAILS & CONNECTIVITY

Londonderry Township is a rural community that was developed with limited sidewalks, trails and bicycle infrastructure. However, as the community has become more developed, there is an increased desire from residents to have safe places to recreate in the form of a bicycle and pedestrian network. This chapter discusses existing connectivity and recreational trail amenities, as well as desired connections to neighboring trails.

In Londonderry Township, about 18% of residents have access to a park within a 10-minute walk, according to the Trust for Public Lands ParkServe Map. The Trust for Public Lands ParkServe Map considers connectivity via roadways and can identify physical barriers that would prevent people from walking but does not consider if there are sidewalks, or the safety of the route. The ParkServe map is a useful tool to understand underserved areas of the Township.



Within the Township there is only one trail, which is a short trail connecting Sunset Park to Sunset Golf Course. Many residents report they use trails outside of the Township, including the Conewago Recreational Trail and the Northwest Lancaster County River Trail. These two trails are regional trail systems spanning multiple municipalities and offer passive and active recreational opportunities such as walking, jogging, biking and birding. These two trails were identified as a recreational asset in the community. Creating connections and expanding into these trails was a priority identified by residents and stakeholders.

EXISTING REGIONAL TRAILS

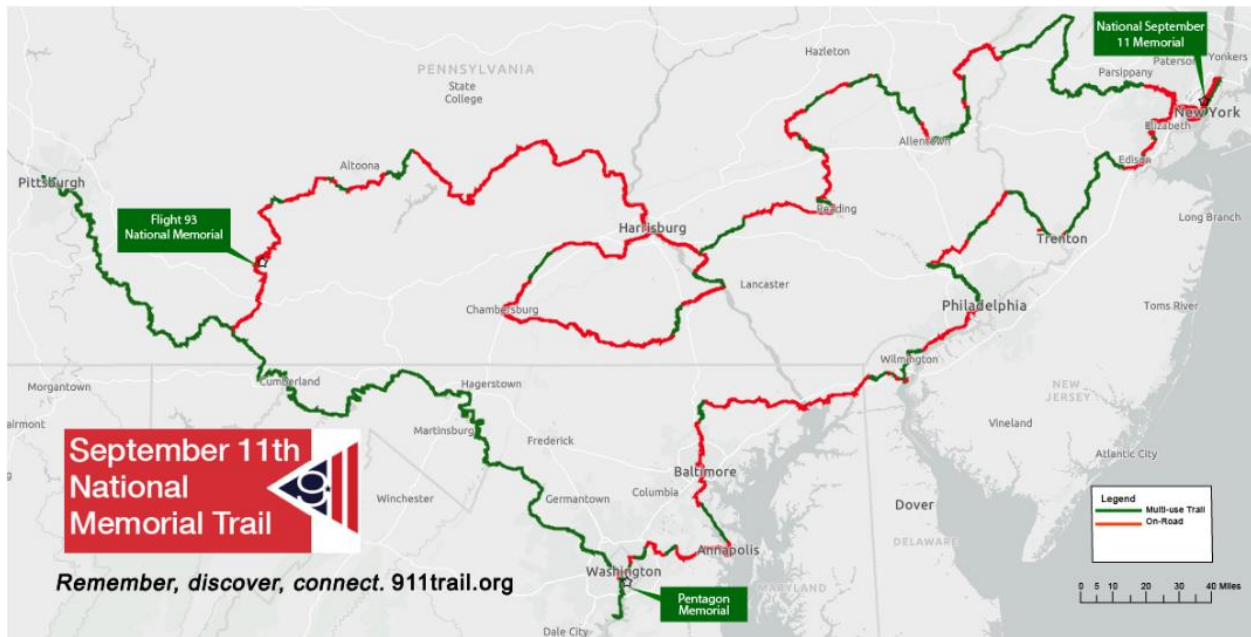
As stated, there is a small section of trail that connects Sunset Park and Sunset Golf Course, but there are no multi-use trails within the Township. However, there are two nearby regional trails that provide recreational opportunities to residents, which include the Conewago Recreation Trail and the Northwest River Trail.

The Conewago Recreation Trail is a 5-mile-long linear multi-use trail that connects to the Lebanon Valley Rail Trail. Together these trails total over 20 miles in length and are accessible to residents just beyond the border of the Township on Route 230 in Mount Joy Township. Further, the Lebanon Valley Rail Trail connects

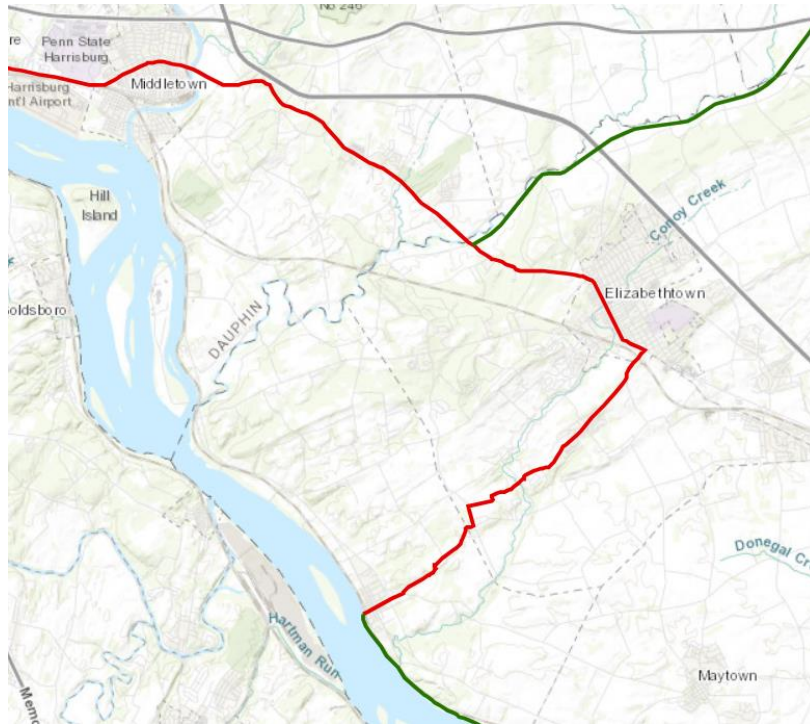
to the Horseshoe Trail which spans 138 miles of trail in Valley Forge National Historic Park and the Appalachian Trail.

The Northwest River Trail is over 16 miles of multi-use trail from Collins Road off Route 441 (River Road in Falmouth) to Columbia River Park in Columbia. The Falmouth Trailhead is nearest to the Township. In addition to health and recreation benefits, the trail provides incredible views of the Susquehanna River. Communities along the trail, including Marietta and Columbia, have reported economic growth attributed to trail users.

The September 11th National Memorial Trail is a planned 1,500-mile multi-use trail that links the National September 11th Memorial (Ground Zero), the Pentagon Memorial, and the site of the Flight 93 National Memorial. The trail aims to connect and commemorate September 11th.



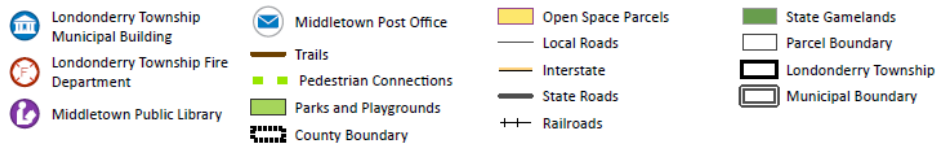
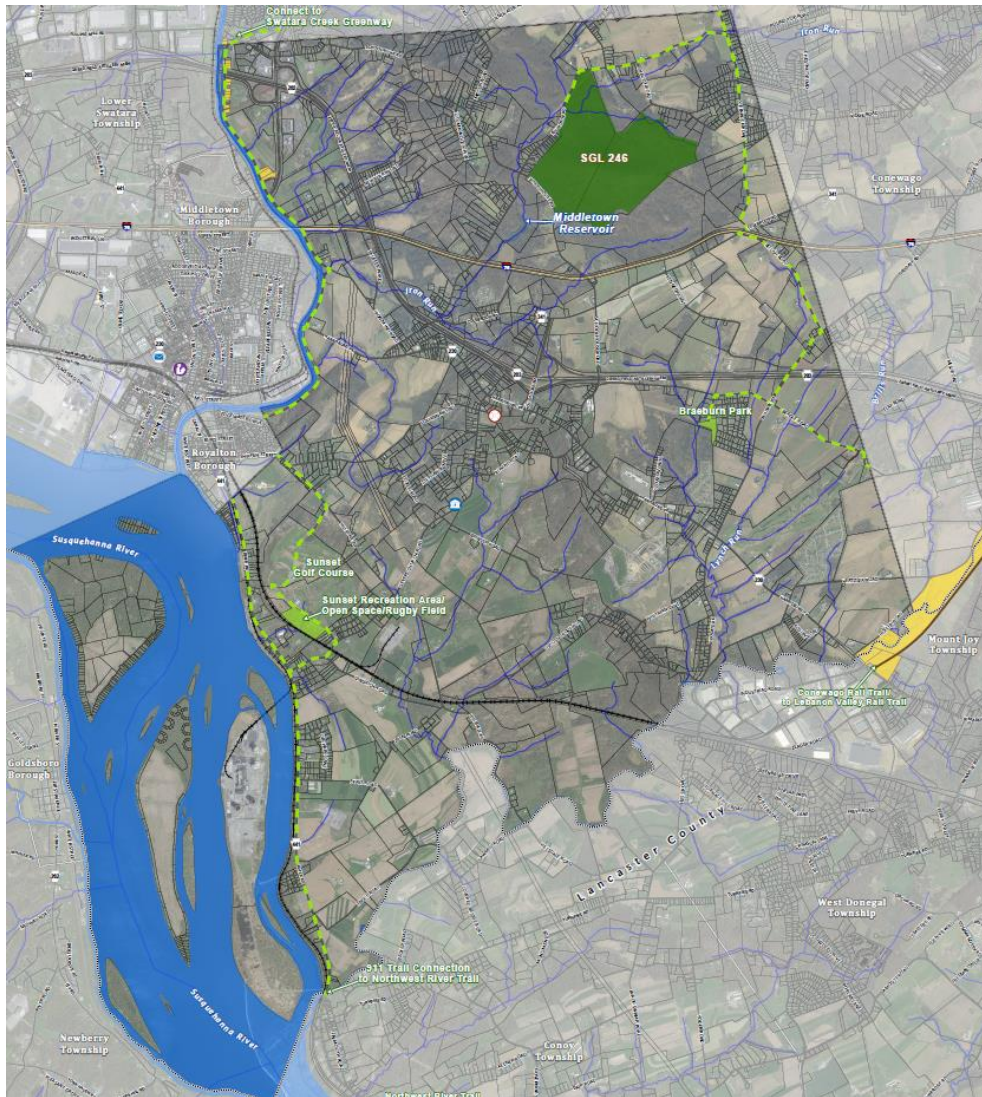
The September 11th National Memorial Trail Committee has started discussions of a feasibility study within the next five years. The trail is planned to connect the Northwest River Trail, Conewago Recreation Trail and the Capital Greenbelt. Expansion of any of these three trails has the potential to affect Londonderry Township. The September 11th National Memorial Trail currently utilizes an identified bicycle connection to link these trails together via Route 230 in Londonderry Township. Creating off-road multi-use trails would aid in the development of the September 11th National Memorial Trail. This Chapter has identified trails and connections in Londonderry Township that further support this plan.



RECOMMENDED TRAILS & CONNECTIONS

Throughout the public engagement process, several connections were identified to provide access to regional trails and enhance existing recreational facilities. Some of the identified connections will expand recreation within existing Township parks. The following map and narrative describe and identifies these connections in further detail.

As a note, the identified connections will require further studying and analysis to be completed prior to implementation.



Connections 1 & 2 are critical to the overall network, as they would provide opportunities for Township residents to access regional trails that offer opportunities to the benefits previously mentioned.

Connection #1: The Conewago Creek Floodplain Restoration and Reconnection was a three phase, 15-acre restoration completed by Londonderry to fulfil Municipal Separate Storm Sewer System Pollutant Reduction Plan requirements. The restoration was completed in 2023, and meadow areas were planted in Spring and Fall 2023, the Township owns over 100 acres of active restoration, maturing meadow and surrounding land. As of Fall 2024, the Township does not encourage public access to the project area, however, as the meadows mature, there are plans to create passive recreational access. The planned trails will be mowed pathways through the meadows, which will connect into the existing Conewago Recreation Trail. Planted meadows take 3-5 years to mature, anticipated maturity date should be 2026 to 2028. The Township will

need to provide parking and consider other amenities for the site such as bathrooms and seating. Plans for this site are discussed in more detail within the Parks and Recreation Facilities and Amenities Chapter.

Connection #2: Connecting into the Northwest River Trail and furthering the development of the September 11th National Memorial Trail was identified as a second priority connection. The trail would follow River Road (eastern side) and further the off-road portion of the Northwest River Trail. This segment would require coordination with Conoy Township, to connect with the existing trail.

Connection #3: Swatara Creek Road was identified as a trail or a bicycle route. This road is parallel to the Swatara Creek. If Connection #2 was developed and continued through to Royalton Borough, the Swatara Creek Road Trail could connect into the Northwest River Trail. This connection could aid in creating an off-road trail alternative to the current alignment for the September 11th National Memorial Trail. Large linear stretches of property along the Swatara Creek are owned by Manada Conservancy, which could provide opportunities for an off-road trail.

Connection #4: The multi-use trail would utilize the existing trail that connects the park, and Sunset Golf Course and through the golf course to create a connection to Hillsdale Road. This connection is not identified as a priority as the Golf Course is utilized, and creating this connection could impact the players experience as well as potential safety threats from golf balls.

Connection #5: Creating a connection from Braeburn Park to the Conewago Recreation Trail. This connection would be partially within the Township, utilizing Beagle Road, but to complete the connection to the Conewago Recreation Trail would require coordination with Conewago Township.

Connection #6: A bicycle connection along Deodate Road, Roush Road and Steinruck Road was identified as many people bike this roadway and additional improvements could create a safe route for residents to bicycle. From this connection there is a spur connection along Roundtop Road to the State Game Lands.

GOALS & OBJECTIVES

1. Expand and enhance the local and regional bicycle and pedestrian network to provide a safe place for recreation, increased community connectivity and access to community amenities.
2. Develop trails and greenway standards that set the precedence for how trails and greenways within the Township should be designed and developed.
3. Provide safe, sustainable multi-modal recreation and transportation options for people of all abilities.

TRANSPORTATION

INTRODUCTION

Londonderry Township's transportation network has historically developed to serve the land uses and development patterns of the community. Originally an agriculturally based Township, the first roads laid out to serve the farm community had relatively narrow road widths and were unimproved. Many of these roads still exist to serve the residents of the community. In the 20th century, suburban style residential development flourished as Londonderry Township became an attractive bedroom community for residents working in Harrisburg, Hershey, or Lancaster County. Local roads were laid out to serve the individual neighborhoods but often these development areas weren't connected and primarily relied on the skeleton of existing collector and arterial roads for access.

In the last 10 years the Township's land use and transportation network has changed dramatically as warehousing and logistics facilities have brought high truck volumes to Township and state roads. Not only have regional arterials such as PA 230 and 441 been affected, but often Township roads primarily used by neighborhood residents are impacted as trucks use these as cut through routes to save driving time. The Township's road network is also expected to be impacted by a large mixed-use development that will bring hundreds of new homes.

Additionally, the transportation system has, up to this point, largely ignored and excluded non-automobile forms of movement. Trails and sidewalks, both for recreation and commuting, are largely non-existent in the Township. Similarly, transit service, either fixed-route or on-demand, is lacking.

The challenge facing the Township is to address the deficiencies of the existing road network, ensure that new development is fully integrated into the network through road improvements and better connections, and provide access opportunities for everyone in the community, regardless of physical or financial limitations.

Existing Conditions

Londonderry Township is served by three major roadways, PA 283, PA 441 and PA 230. PA 283 is a major arterial roadway, running east/west across the Township, but provides only limited access at two interchanges located in the Township. PA 230 is a minor arterial that moves high volumes of traffic east/west through the Township, providing direct access to development along the route. Both routes provide access and mobility to the larger region. The Pennsylvania Turnpike (I-76) also traverses the Township, but there are no interchanges located in the Township.

According to 2021 PA Department of Transportation (PaDOT) traffic counts, PA 283 had Average Annual Daily Traffic (AADT) of 42,000 trips. Traffic counts along PA 230 ranged from 5,200-8,700 AADT. PA 441, which runs north/south along the western side of the Township had an AADT of 3,600 trips, and Colebrook Road/PA 341, which runs east/west, had an AADT of 3,100 trips.

Londonderry Township is centrally located between major employment centers in the Harrisburg, Hershey, and Lancaster regions. Because of this, a large number of people who live in the Township commute to work outside of the Township.

Public Input

Township residents expressed their concerns and wishes for transportation system improvements, both at a public meeting on June 2, 2023, and in a survey in the summer of 2023. Comments ranged from desires for specific roadway improvements to more wide-ranging system improvements such as better pedestrian access. The following is a listing of some of the community's comments:

Specific roadway comments

- Address blocked view at Schoolhouse Road and Colebrook Road
- Road repairs on Colebrook Road, Steinrock Road, and Turnpike bridge
- Traffic light at Route 230 and Geyers Church Road
- Consider an off-ramp from PA 283 to Beagle Road
- Visibility issues at Schoolhouse Road, off Rt, 230 at Braeburn Rd.
- Rousch Rd from Colebrook Road to Deodate Road needs to be repaved/ resurfaced and widened.
- Need traffic light at Schoolhouse Road and Harrisburg Pike.
- Repair of Swatara Creek Road and Newberry Road
- Create a new road from Route 230 to 283.
- Intersection of Schoolhouse Road and Colebrook Road had restricted vision because of a fence
- The intersection of Roundtop Road and Waltonville Road should be a 3-way stop.
- Roundtop Road from intersection with Steinruck Road to intersection of Roundtop Road and Waltonville Road need to be resurfaced.
- North end of Steinruck Rd (intersection with Roundtop Road) is very rough and needs to be resurfaced. The rough section is on the southbound lane at the bottom of the hill.
- At the intersection of North Geyers Church Road and Rt. 230, there is a turn lane in each direction that is not marked (currently striped as turn lanes, but do not have arrows).
- Extreme incline at Newbury Road to Schoolhouse Road, problem for school buses and flooding
- Intersection of Colebrook Road and Schoolhouse Road- design issues
- Very narrow 2 lane roads throughout Township. No berms and regularly used by walkers, bicyclists, runners. Very hazardous conditions. Either needs roads widened or restrictions on wide vehicles.

Specific trail comments

- Nature trail along Swatara Creek
- Nature trail from Braeburn Park
- More biking and hiking trails, especially along natural assets such as the Swatara Creek and Susquehanna River
- Bike trail along the Township side of the Conewago Creek
- Protected corridor/walking path along Swatara Creek Road and the land surrounding it, from PA 283 to Hillsdale Road
- Nature trail or bike lanes in the Township, potentially in the northwest part of the Township

Concerns about tractor-trailer traffic

- Tractor trailers using Schoolhouse Road
- Tractor trailers using PA 441 to get to the back of Harrisburg airport. Would like to see this shifted to PA 283.

- Currently, trucks travel Tollhouse Road to Rt. 230 to the warehouses. This is lengthening the school bus ride. The Township should consider an off-ramp from PA 283 to Beagle Road.
- Traffic and noise at the end of North Geyers Church Road for PA 283, getting worse with increased truck traffic.
- Want no tractor trailer traffic on Colebrook Road.
- Warehouses built with zero improvements to road/street access. Big cause of traffic congestion.
- More efficient road signs for truck traffic. Trucks should not use Schoolhouse Road.
- Warehouse truck traffic on Swatara Creek Road
- Tractor trailers

General survey comments

- The public survey asked respondents to list their top five negative trends in the Township. The number one listed negative trend was local road conditions, with 38% of the responses.
- The survey also asked, “Which features do you admire the most in other places you’ve been.” Among the responses were the following:
 - better roads
 - hiking/biking trails
 - more businesses in walking distance to rural areas
 - public transportation for people who don’t drive
 - walkable areas like parks and downtown areas

The survey and workshop input can be generally summarized in the following Community Concerns.

Community Concerns

- How do we handle the additional anticipated traffic with warehouses and additional growth - have we considered the combined effects of all that development?
- We need to introduce an active transportation plan approach
- We need to look at a trail system
- Multimodal transportation should be a part of the proposed mixed-use development and other areas in the Route 230 development corridor

The changing land use patterns in the Township, and the impacts this development has had and will continue to have, has created challenges for the Township and concerns by residents that these impacts will negatively impact their quality of life. Meeting these challenges will require a clear goal and objectives for the Township to work toward, as well as specific actions to be implemented in the next 3-5 years.

GOAL: CONTINUE TO COORDINATE LAND USE AND TRANSPORTATION PLANNING

Objectives:

1. Continue to program, fund, and maintain all Township-owned roads and bridges.

Actions

- a. Prepare a digitized map of all Township roads which rates their condition and prioritizes repairs. This list would then be used to prioritize future paving projects and to support grant applications.

When certain road projects are prioritized, the Township should also consider what bicycle, pedestrian, or transit improvements are also required for these projects in order to coordinate a comprehensive list of improvements, along with any concurrent programmed utility improvements.

- b. Swatara Creek Road improvements are designed, and a first stage of road work improvements is anticipated for 2024-2025.
 - c. Replace two weight-restricted bridges:
 - LDT-102 Gingrich Road
 - LDT-103 Zion Road
 - d. Make road improvements at the intersection of Newberry Road and Schoolhouse Road. Newberry Road has a very bad vertical alignment approaching Schoolhouse Road. At the intersection, Schoolhouse Road is curvy and narrow. There is a stone wall on private property that needs to be removed, and the road needs to be widened. Currently, there is a high level of truck traffic, and because of the curves, the narrowness of the road, and the stone wall, traffic at this location becomes pinched.
2. Plan for the full buildout of the designated growth areas. Identify the potential transportation impacts from non-residential and residential development. Ensure that potential impacts from intensive land uses such as warehousing and logistics do not negatively impact the Township's quality of life.

Actions

- a. Revise the Township's Subdivision and Land Development Ordinance to require access management measures for all properties fronting on Route 230. Included are shared access points for direct access on to Route 230 and parallel access drives to the rear of properties with mandated rear frontage. Although most of the planned warehouse development in the Township have been constructed, non-residential development and redevelopment along Route 230 will provide opportunities for the Township to incrementally improve access management on this corridor.
- b. Explore the creation of a Transportation Impact Fee (TIF) program for all properties fronting Route 230. Transportation impact fees are enabled by the PA Municipalities Planning Code. Fees can be assessed for new development in proportion to the impact on the transportation network.

In order to enact a TIF, municipalities are required to take certain actions. The first is to create a Traffic Impact Fee Advisory Committee. The Committee must be comprised of real estate professionals, developers, and residents. The Committee is charged with four primary functions:

- 1) Develop the land use assumptions report which describes the existing land uses and road network within the designated impact fee area. The Report projects changes in land uses, population densities, and intensity of non-residential development that will impact the level of traffic within the designated area for a period of at least years.

- 2) Prepare a Roadway Sufficiency Analysis to determine the improvements that would be required to obtain a preferred Level of Service (LOS) for roadways and intersections in the study area. The Analysis looks at existing conditions, projected conditions before land development, and projected conditions after land development. Improvements for existing and pre-development conditions are not eligible to be funded with transportation impact fees.
- 3) Improvements Plan (CIP) which identifies the improvements at study locations from the Roadway Sufficiency Report. The CIP provides preliminary cost estimates and schedules for the engineering, right-of-way, and construction phases of the project. It also identifies potential funding sources and a calculation of the proportionate cost to be provided by TIF's.
- 4) Adopt an ordinance establishing the TIF on a per peak hour trip basis.

Mount Joy Township in Lancaster County has adopted a Transportation Impact Fee for improvements at the Route 283/Cloverleaf Road interchange. The TIF has been used in conjunction with planning for the build-out of the Designated Growth Area and has provided the framework for the coordinated development of the road network serving this area. The Impact Fee, based upon the number of new p.m. peak hour trips in the Transportation Service Area, is currently \$1,766 per trip.

- c. Coordinate with the Harrisburg Area Transportation Study (HATS) and its Congestion Management Process (CMP) to address congestion issues on Route 230. Congested area management can include measures such as coordinated traffic signals and traffic flow, coordination of Highway Occupancy Permits between PennDOT and municipalities to reduce unnecessary access and potential conflict points and discouraging parking policies that contradict single occupancy vehicle reduction strategies and programs.
 - d. Coordinate a study with Capital Area Transit (CAT) and private employers for transit service to the warehouse and logistics facilities located on Route 230. Currently, CAT provides regional bus service to warehouse and logistics facilities in Cumberland County, including Upper Allen Township, Camp Hill, Mechanicsburg, and Carlisle.
 - e. Become a Community Partner of Commuter Services of Pennsylvania. Community Partners work with employers, community groups, and residents to coordinate carpools/vanpools, bike and walk options, guaranteed ride home, and other options.
3. Implement an active transportation focus throughout the Township. Provide opportunities for walking, biking, and transit.

Actions

- a. Delineate a sidewalk system along Route 230, particularly in the areas near the Route 283/Tollhouse Road interchange, where new hotel, restaurant, and retail development is anticipated. Sidewalks will be developed incrementally as properties in this area are developed or redeveloped. Sidewalk locations should be grade-separated and set back from the road surface an adequate distance for safety. A network of rear access drives serving these

properties should also be delineated to create coordinated alternative access points and reduce potential conflict points on Route 230.

- b. Identify potential connections to regional trail systems. There are a number of regional trail systems that could potentially be accessed by Township residents. These include the September 11 National Memorial Trail which will cross Pennsylvania, a connection from the September 11 Trail to the Northwest River Trail along Conewago Creek, and the Swatara Creek Greenway proposed by the Manada Conservancy.
- c. Implement the recommendations of the Harrisburg Area Transportation Study (HATS) Regional Active Transportation Plan currently underway. These recommendations will help to implement the HATS Regional Backbone comprehensive network for non-motorized transportation.

4. Prepare corridor studies for Route 230 and South Geyers Church Road

- a. Route 230 is the main transportation corridor traversing the Township. Small lot residential and non-residential development in the Township has been centered on Route 230, as well as all of the more recent warehouse development and the proposed mixed-use development located on the south side of Route 230. It serves as a major regional collector road connecting Elizabethtown Borough in Lancaster County west to Middletown, Highspire, and Steelton Boroughs, and the City of Harrisburg.

A corridor study for Route 230 would determine potential land use impacts within the study area and evaluate possible improvements necessary to ensure the safe and efficient movement of people and goods. The study would analyze current and proposed land use and roadway characteristics as well as existing ordinance provisions as they relate to land use and transportation. A study of roadway conditions would include intersection and roadway crash data and roadway capacity analysis with both current and proposed development levels.

A regional Route 230 corridor study should include all adjacent municipalities and others directly impacted by development trends on Route 230, including Middletown Borough, Royalton Borough, Derry Township, Conewago Township, West Donegal Township, Mount Joy Township, and Elizabethtown Borough.

- b. South Geyers Church Road is a key north-south corridor in the Township connecting River Road/Route 441 to Route 230. Redevelopment of commercial properties situated along Route 230, as well as the nearby proposed mixed-use development located at Foxiana Road and Route 230 could negatively impact roadway capacity of South Geyers Church Road.

Existing design issues include a lack of shoulders, the narrow opening at the railroad bridge, limited visibility in some directions at the intersection with Hillsdale Road, and the steep hill and curve limiting visibility north of Brinser Road.

FUTURE LAND USE AND GROWTH MANAGEMENT

INTRODUCTION

Londonderry Township has, with the preparation of the Comprehensive Plan and the Future Land Use and Designated Growth Plans, taken positive steps to state where, when, and in what form, future growth should occur. It has also affirmed that it desires to maintain its agricultural and rural heritage, and the overall high quality of life that makes Londonderry Township a desirable place to live, work, and do business. It has created, for the first time, a growth management strategy that directs most of the Township's planned future growth to designated areas.

The DGA primarily focuses development in areas by controlling the location of public sewer. Areas with public sewer could be permitted higher density by lowering the minimum lot size. Commercial areas with public sewer could have the lower minimum lot size and expanded uses by right.

The Designated Growth Area is a portion of the overall Future Land Use plan. Land use designations are also provided for those areas located outside of the DGA.

Growth Management and Designated Growth Areas

A designated growth area (DGA) is an area described in a comprehensive plan in which residential and other uses, including commercial, industrial, and institutional, are permitted, or planned for. Residential development is intended to be supported by public utilities with a density of at least three units per acre (the minimum lot size for residential development served by public sewer and water in the R-2 district is 15,000 square feet). Creating a DGA is usually accompanied by revisions to land use plans, zoning and subdivision and land development ordinances, capital improvement plans, the Act 537 Sewage Facilities Plan, and official maps.

The intention is that most of Londonderry Township's planned future growth will occur within the DGA. With the boundaries in mind, the Township needs to assess the physical and financial feasibility, as well as community and political support, of providing required infrastructure to these properties. Beyond that, the Township must assess the ripple effect of development, such as traffic impacts. Once the boundaries of the DGA are established, the Township should revise land use plans and development codes, as well as determine prioritization and funding for capital improvements.

The Township has, over the last 10 years, actively pursued a policy to direct most growth in the Township to the Route 230 and Vine Street corridors. This was primarily implemented through the extension of public sewer lines ordered by DEP.

Existing Land Use

Understanding land use, and its intricate connection to zoning, is at the foundation of growth management. The land use of a municipality represents the community, its economy, and its culture. Land use, and land use planning, provide broad direction for the municipality. Zoning governs what can, and cannot, *currently* be built on any given parcel of land. It is more specific regarding categories of development (density, use, building/lot size, etc.). This is pertinent because, to create a designated growth area, a municipality will likely need to change zoning ordinances, to allow for future land use possibilities.

The figure below identifies the percentage of Londonderry Township’s total land use comprised of various land use categories. The land use acreages and percentage of land cover are derived from Dauphin County assessment records from July 2024.

The total area of Londonderry Township is 17, 235 acres with 14,566 acres, or about 85%, comprised of land and the remaining acreage being the Susquehanna River and other waterbodies.

Lands assessed as Agricultural comprise the largest percentage of land in the Township, at 49.78% of the total. A key goal of the Comprehensive Plan is to maintain, if possible, approximately 50% of the land base in agricultural use.



Google Street View

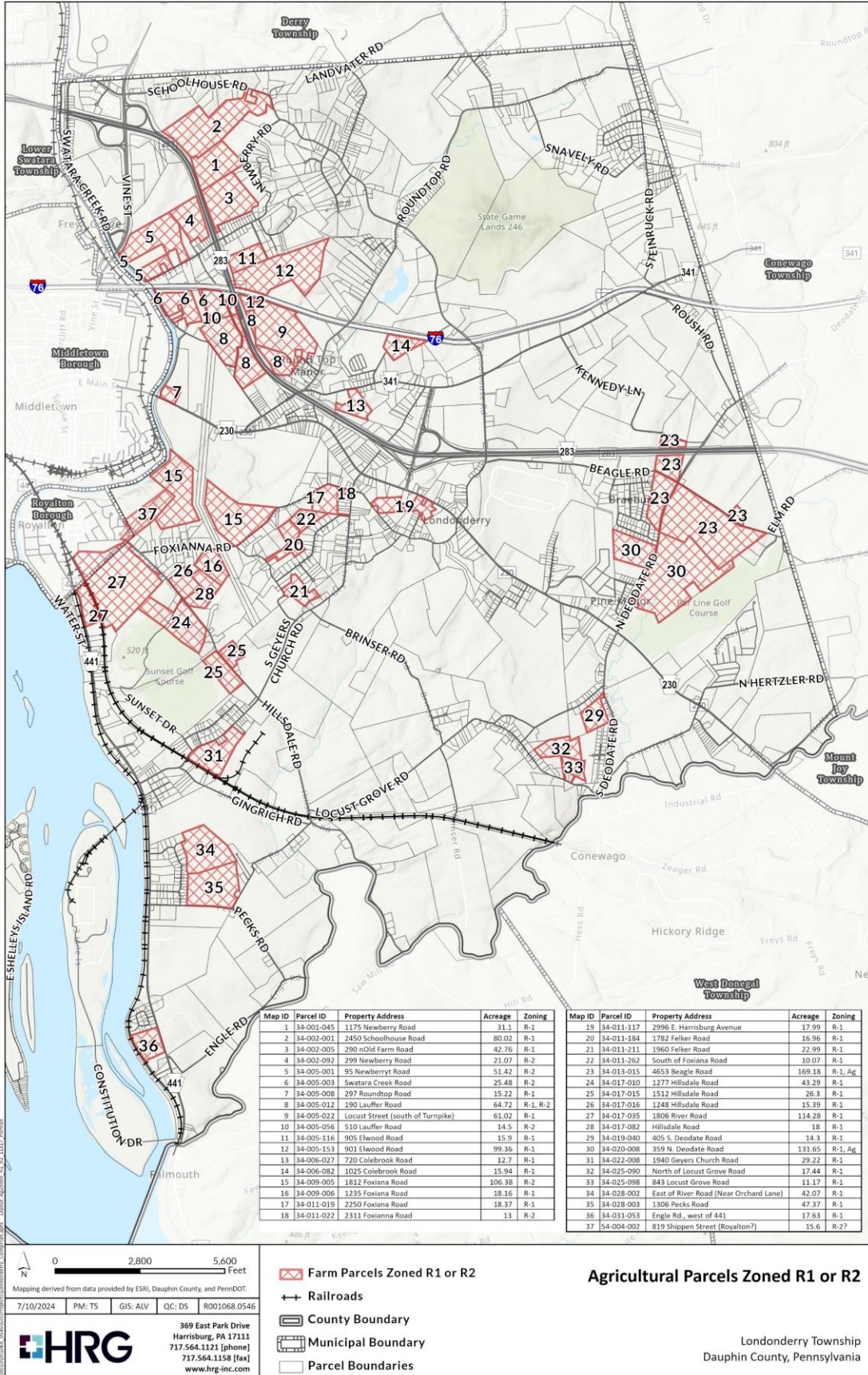
The second largest percentage of land coverage in the Township, at 21.26%, is single-family residential development which also includes mobile homes and cabins and cottages. Building lots five acres or smaller, which are assessed as Commercial/Retail in the County Assessment data, are also included in the single-family residential category for the Comprehensive Plan. Future residential growth demands will continue to place demands on the Township’s agricultural base.

The multi-family land use assessment includes apartments, group residences, and multiple dwellings. This category is only 0.49% of the total land base. The industrial category includes warehouses and a

miscellaneous commercial or industrial category. This land use category is 6.50% of the total. However, it should be noted that the acreage assigned to the warehouse portion of this category, approximately 125 acres, will most likely be increased as newer assessment data is entered.

Commercial/retail uses make up 3.09% of the total and institutional uses are 2.9% of the total. Land uses classified as Utilities, including the Three Mile Island Nuclear Generating Station, comprise 2.0% of the Township's land base. Open space uses, both private and public, total 1.47% of the total while lands assessed as undeveloped or vacant, primarily mountain land or timberland, or no land use code assigned, make up 12.53%.

The Future Land Use Plan/Growth Management Analysis also looked at the potential for some of the agricultural lands in the Township to be converted to non-agricultural land uses. The following map identifies parcels in the Township that are assessed as some type of agricultural use by the Dauphin County Property Tax Assessment database but are zoned either R-1 or R-2 Residential. The Township met with these landowners to discuss the Future Land Use map and the landowners' future plans for their property.



| Map ID | Parcel ID | Property Address | Acree | Zoning |
|--------|------------|-----------------------------------|--------|----------|
| 1 | 34-001-045 | 1175 Newberry Road | 31.1 | R-1 |
| 2 | 34-002-001 | 2450 Schoolhouse Road | 80.02 | R-1 |
| 3 | 34-002-005 | 290 Old Farm Road | 42.76 | R-1 |
| 4 | 34-002-092 | 299 Newberry Road | 21.07 | R-2 |
| 5 | 34-005-001 | 95 Newberry Road | 51.42 | R-2 |
| 6 | 34-005-003 | Swatara Creek Road | 25.48 | R-2 |
| 7 | 34-005-008 | 297 Roundtop Road | 15.22 | R-1 |
| 8 | 34-005-012 | 190 Laufler Road | 64.72 | R-1, R-2 |
| 9 | 34-005-022 | Locust Street (south of Turnpike) | 61.02 | R-1 |
| 10 | 34-005-056 | 510 Laufler Road | 14.5 | R-2 |
| 11 | 34-005-116 | 905 Elwood Road | 15.9 | R-1 |
| 12 | 34-005-153 | 901 Elwood Road | 99.36 | R-1 |
| 13 | 34-006-027 | 720 Colebrook Road | 12.7 | R-1 |
| 14 | 34-006-082 | 1025 Colebrook Road | 15.94 | R-1 |
| 15 | 34-009-005 | 1812 Foxiana Road | 106.38 | R-2 |
| 16 | 34-009-006 | 1235 Foxiana Road | 18.16 | R-1 |
| 17 | 34-011-019 | 2250 Foxiana Road | 18.37 | R-1 |
| 18 | 34-011-022 | 2311 Foxiana Road | 13 | R-2 |

| Map ID | Parcel ID | Property Address | Acree | Zoning |
|--------|------------|--|--------|---------|
| 19 | 34-011-117 | 2996 E. Harrisburg Avenue | 17.99 | R-1 |
| 20 | 34-011-184 | 1782 Felker Road | 16.96 | R-1 |
| 21 | 34-011-211 | 1960 Felker Road | 22.99 | R-1 |
| 22 | 34-011-262 | South of Foxiana Road | 10.07 | R-1 |
| 23 | 34-013-015 | 4653 Beagle Road | 169.18 | R-1, Ag |
| 24 | 34-017-010 | 1277 Hillside Road | 43.29 | R-1 |
| 25 | 34-017-015 | 1512 Hillside Road | 26.3 | R-1 |
| 26 | 34-017-016 | 1248 Hillside Road | 15.39 | R-1 |
| 27 | 34-017-035 | 1806 River Road | 114.28 | R-1 |
| 28 | 34-017-082 | Hillside Road | 18 | R-1 |
| 29 | 34-019-040 | 405 S. Deodate Road | 14.3 | R-1 |
| 30 | 34-020-008 | 359 N. Deodate Road | 131.65 | R-1, Ag |
| 31 | 34-022-008 | 1940 Geyers Church Road | 29.22 | R-1 |
| 32 | 34-025-090 | North of Locust Church Road | 17.44 | R-1 |
| 33 | 34-025-098 | 843 Locust Grove Road | 11.17 | R-1 |
| 34 | 34-028-002 | East of River Road (Near Orchard Lane) | 42.07 | R-1 |
| 35 | 34-028-003 | 1306 Pecks Road | 47.37 | R-1 |
| 36 | 34-031-053 | Engle Rd., west of 441 | 17.63 | R-1 |
| 37 | 34-004-002 | 819 Shippen Street (Royalton?) | 15.6 | R-2? |

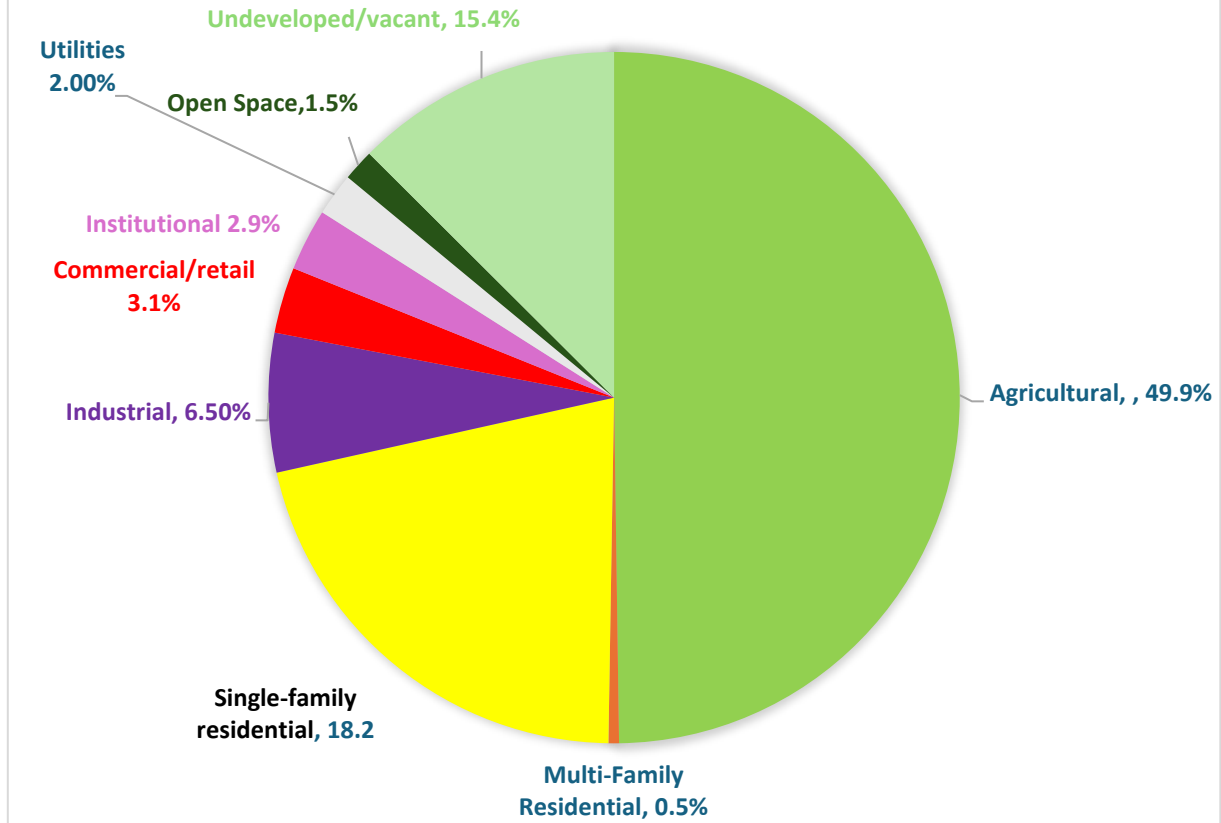
0 2,800 5,600 Feet
 Mapping derived from data provided by ESRI, Dauphin County, and PennDOT.
 7/10/2024 PM: TS GIS: AIV QC: DS R001068.0546
HRG
 369 East Park Drive
 Harrisburg, PA 17111
 717.564.1121 [phone]
 717.564.1158 [fax]
 www.hrg-inc.com

- Farm Parcels Zoned R1 or R2
- Railroads
- County Boundary
- Municipal Boundary
- Parcel Boundaries

Agricultural Parcels Zoned R1 or R2

Londonderry Township
 Dauphin County, Pennsylvania

LONDONDERRY TOWNSHIP EXISTING LAND USE



Delineation of Designated Growth Area

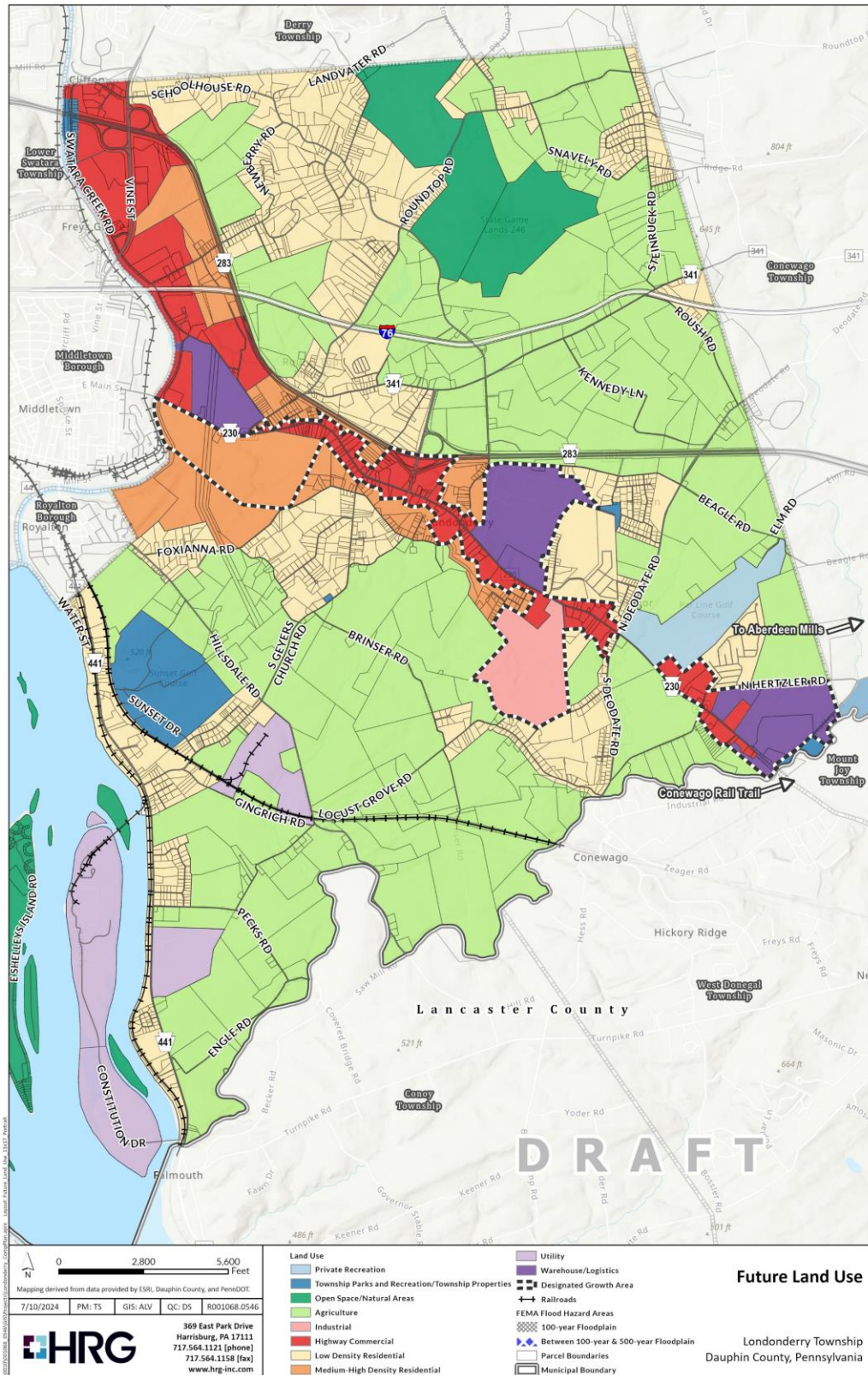
The Designated Growth Area generally coincides with the existing C-1, C-2, I-1 and Planning Research zoning districts. However, it is important to remember that the DGA is not a zoning map but will be used by the Township in the future to make decisions about the zoning map and ordinance. It directs future growth primarily to the Route 230 Corridor, and to a lesser extent, the northwestern portion of the Township between Route 283 and Swatara Creek.

The DGA includes all areas served, or planned to be served, by public sewer service except for the three mobile home parks which have been excluded from the DGA. It is intended that the DGA will accommodate almost all the Township's planned residential and non-residential development for the timeframe of the comprehensive plan.

Description of Londonderry Township Designated Growth Area

The Londonderry Township Designated Growth Areas (DGA) is located primarily on the west side of Route 283 in the northwestern portion of the Township, extending south to Route 230. The DGA mostly straddles both sides of Route 230 from the western border with Middletown Borough in Dauphin County south to the border with West Donegal Township in Lancaster County. It generally includes most parcels zoned C-1

Commercial, C-2 Commercial, and I-1 Industrial, and some parcels zoned Planning Research (refer to Designated Growth Area map).



Analysis of Designated Growth Area

1. The Designated Growth Area is approximately 1,768.6 acres in size. Almost three-fourths (74.5%) of that are comprised of three land use categories:
 - Land assessed as farmland comprises 31.4% of the DGA.
 - Warehouse and industrial development make up 21.7% of the land area.
 - Land assessed as open space, primarily commercial land and building lots, is 21.4% of the total.

The remaining one-fourth of the DGA is comprised of residential development (9.4%), utilities (7.9%), office and retail (3.8%), and institutional uses (3.4%).

2. The amount of land within the DGA zoned for commercial development, in combination with the recent warehouse developments and mixed-use development, should meet the Township's needs for the next 10 years. However, the commercial zoning districts currently also allow all uses permitted in the R-1 and R-2 Residential zoning districts. It is possible that residential development will use up developable land within the commercial zoning districts and there won't be enough land for commercial development. The Township should consider editing the Zoning Ordinance to preserve Commercially zoned land.
3. Excluding parcels assessed as farmland, almost all the larger parcels (25 acres or more) within the DGA are currently fully developed or have pending development plans.
4. Many future proposals for development in the DGA would benefit from lot consolidation of two or more lots. This would also allow for better access management along the Route 230 portion of the DGA.
5. Most of the properties along the west side of Route 283 south of the interchange with Vine Street are farm parcels between 20-60 acres in size.
6. Other than the existing Zeager Brothers property which is zoned I-1, there are no properties zoned for industrial use within the DGA.

Actions

1. Designate the existing and proposed warehouse developments as Warehouse/Logistics.
2. Designate the Falcon Crest mixed-use development as Medium-High Density Residential.
3. Parcels zoned C-2 Commercial will remain zoned C-2.
4. The Township should consider ordinance changes where parcels proposed for redevelopment would be required, during the subdivision approval process, to provide access points with adjoining properties, location of parking lots to the side or rear of properties, and uniform landscaping and screening requirements.

5. Designate the following areas as Highway Commercial.
 - Properties located on either side of Toll House Road near the interchange with Route 283.
 - Properties located in the northwest and southeast quadrants of the Route 283/Vine Street interchange that are within the public sewer service area.
6. Designate the 230-acre Zeager Brothers property as Industrial.
7. Adjust the growth boundary so that it includes the entirety of properties, and no property is split into separate land use classifications.

Future Land Use outside of the Designated Growth Area

The Township's growth management strategy is intended to achieve two key objectives. The first is to direct most of the anticipated future residential, commercial, and industrial growth to areas served by a full range of infrastructure including public sewer, water, and multi-modal transportation network. The second objective is to relieve growth pressures on areas outside of the Designated Growth Area, thereby preserving the Township's agricultural and rural base.

Almost all the land located outside of the DGA is zoned either Agricultural or R-1 Residential. Most of the parcels currently zoned Agricultural are designated Agricultural on the Future Land Use map. Similarly, most of the parcels zoned R-1 Residential are designated Low-Density Residential on the Future Land Use map.

The Agricultural District is intended to:

- promote the continuation and preservation of permitted agricultural activities in those areas designated and most suitable for such activities
- protect and stabilize the Township's viable agricultural economy by permitting only those uses that are compatible with farming
- conserve areas with concentrations of prime agricultural soils and/or areas where agricultural activities are prevalent.
- reduce conflicts between nonagricultural uses and agricultural uses

The following parcels currently zoned R-1 Residential properties are designated as Agricultural on the Future Land Use map. The first is the 114-acre Pennsylvania Holstein Association property north of Sunset Park. This property is permanently preserved by an agricultural easement. Additionally, two farm parcels, one 42 acres and the other 47 acres in size, are between Orchard Lane and Edwards Lane. The 42-acre parcel is also permanently preserved by an agricultural easement.

The Sunset golf course and park, Tax Parcel #s 34-017-008000-0000 and 34-022-021=000=0000, is designated as Township Park and Recreation. Similarly, 405 Hoffer Road, Tax Parcel # 34-026-032-000-0000 is listed as Township Park and Recreation. Braeburn Park, located at Bonney Road and Highland Road, is also included in the Township Park and Recreation designation.

There are more than a dozen Susquehanna River islands located within Londonderry Township. Some are owned by three separate utility companies; other lands are owned by private landowners as well as a land conservancy. Three Mile Island is currently zoned I-2 Industrial and is designated as Utility on the Future Land Use map. The other islands have a variety of land uses but generally are characterized by cottages or cabins on the shores of some of the islands and a combination of open land and agriculture in the interior of the island, or the entire island is undeveloped. The Township recognizes the long-term land use patterns of these islands and is not proposing any change in the zoning for these properties. The islands are designated as Open Space/Natural on the Future Land Use map to reflect the goal of maintaining the islands as open space.

The State Game Land #246 parcel, containing 201 acres in the northern part of the Township, is designated as Open Space/Natural. The adjacent Bonnymeads RTR LP (Tax Parcel # 34-004-001-000-0000) property, totaling 234 acres, is also designated as Open Space/Natural.

IMPLEMENTATION

HOUSING

1. The following amendments to the R-2 District should be considered to provide greater flexibility in providing a range of housing types:
 - Reduce the minimum lot size for single-family detached, two-family detached, and single-family semi-detached units served by public sewer and water from 15,000 square feet to 10,000 square feet.
 - Revise Section 707.5 of the R-2 Residential District which requires apartment dwellings or rental townhouses on one lot to have a minimum of 12 units per building. Mandating the number of units that must be included in a building reduces the flexibility of developers to provide rental apartments or townhouses.

This Section also appears to be inconsistent with Section 704.1 which states that if public sewer and water are available, the minimum lot area per multi-family dwelling shall be a minimum of 22,000 square feet with 5,500 square feet in area per each dwelling unit thereafter.

A better approach is to require a maximum density of development for these units, perhaps eight (8) units per acre.

2. The R-2 District permits several commercial and retail uses by right in addition to the permitted residential uses. To encourage neighborhood developments with a mix of residential and retail uses, the Township could provide incentives to developers. One specific example is Section 706, Lot Coverage Regulations, the maximum lot coverage is 40% for typical residential developments, or 30% if it is an open space development. These lot coverage requirements could be increased if the developer provides a mix of housing types, or a mix of residential and non-residential development.

The Township should also permit a limited amount of mixed-use development in the C-2 Commercial zoning district (see Goal 3).

- 3: Revise the zoning ordinance to eliminate new residential development in the C-2 Commercial District but permit mixed use residential and non-residential development in existing structures in the C-2 Commercial District. However, to provide for limited mixed-use opportunities in the C-2 District, the Township could permit a set percentage of commercial and residential development. Mixed-use development within a single structure could be allowed as a permitted use with minimum and maximum percentages of both residential and non-residential uses to ensure a true mixed-use development. Parking requirements would be calculated using the standards of the most intense land use, usually the non-residential use. Mixed-use development would be permitted for existing and proposed structures within the C-2 District.

UTILITIES AND COMMUNITY FACILITIES

1. Conduct a study of policing alternatives to serve current and future needs.

The Pennsylvania Department of Community and Economic Development's Governor's Center for Local Government Services should be contacted to determine what level of technical and financial assistance can be provided. There are at least four distinct options for providing police service in the future. The first is to maintain existing protection from the PA State Police. The second is to explore regional policing options with neighboring municipalities. Currently, Lower Swatara Township, Derry Township, and Middletown Borough all have a police department. The third option is to create a separate Londonderry Township police department. The fourth option is a hybrid approach with part-time state police coverage and part-time local police coverage.

2. Create a Township recycling program

The Township is currently not required to provide mandatory recycling because it does not meet either the total population requirements or the population density requirements. However, with the full buildout of the Falcon Crest development, the Township would come close to meeting the mandatory threshold for solid waste and recycling.

3. Implement both structural and non-structural actions to better manage stormwater management in the Township.

- a. Work with the Township's MS4 Coordinator to implement a Stream Clean-Up Event with volunteers recruited from the community.
- b. Whenever feasible, utilize permeable pavement in Township parks, driveways, and access drives.
- c. Conduct public education events to disconnect or redirect down spouts and direct the storm flow to lawns or rain barrels. Subsidize the purchase of rain barrels by Township residents.
- d. Develop a yard waste mulching program as part of the municipal recycling program recommended above. This can reduce the amount of residential yard waste entering the stormwater system.
- e. Demonstrate the effectiveness of structural Best Management Practices (BMPs) such as vegetated swales and rain gardens on Township properties and in Township road rights-of-way.
- f. Consider reducing the minimum required street widths for new developments. Right-sizing residential streets can reduce impervious surface and stormwater runoff. Currently, Section 22-402.3. A. of the Township's Subdivision and Land Development Ordinance requires a total paved width of 34 feet (20' cartway and two 7-foot shoulders) for both minor streets and cul-de-sacs.
- g. Utilize spreadsheet tools to estimate watershed pollutant loads and load reductions given specific Best Management Practices (BMPs). The Center for Watershed Management has a Watershed Treatment Model (WTM) to help municipalities calculate annual pollutant loads and runoff volumes and estimate benefits from a wide range of stormwater runoff and pollutant removal practices.

TRANSPORTATION

1. Continue to program, fund, and maintain all Township-owned roads and bridges.
- 2.

- a. Prepare a digitized map of all Township roads which rates their condition and prioritizes repairs. This list would then be used to prioritize future paving projects and to support grant applications. When certain road projects are prioritized, the Township should also consider what bicycle, pedestrian, or transit improvements are also required for these projects in order to coordinate a comprehensive list of improvements, along with any concurrent programmed. utility improvements.
 - b. Swatara Creek Road improvements are designed, and a first stage of road work improvements is anticipated for 2024-2025.
 - c. Replace two weight-restricted bridges:
 - LDT-102 Gingrich Road
 - LDT-103 Zion Road
3. Make road improvements at the intersection of Newberry Road and Schoolhouse Road. Newberry Road has a very bad vertical alignment approaching Schoolhouse Road. At the intersection, Schoolhouse Road is curvy and narrow. There is a stone wall on private property that needs to be removed, and the road needs to be widened. Currently, there is a high level of truck traffic, and because of the curves, the narrowness of the road, and the stone wall, traffic at this location becomes pinched.
4. Revise the Township's Subdivision and Land Development Ordinance to require access management measures for all properties fronting on Route 230. Included are shared access points for direct access on to Route 230 and parallel access drives to the rear of properties with mandated rear frontage. Although most of the planned warehouse development in the Township have been constructed, non-residential development and redevelopment along Route 230 will provide opportunities for the Township to incrementally improve access management on this corridor.
5. Explore the creation of a Transportation Impact Fee (TIF) program for all properties fronting Route 230. Transportation impact fees are enabled by the PA Municipalities Planning Code. Fees can be assessed for new development in proportion to the impact on the transportation network.
6. Delineate a sidewalk system along Route 230, particularly in the areas near the Route 283/Tollhouse Road interchange, where new hotel, restaurant, and retail development is anticipated. Sidewalks will be developed incrementally as properties in this area are developed or redeveloped. Sidewalk locations should be grade-separated and set back from the road surface an adequate distance for safety. A network of rear access drives serving these properties should also be delineated to create coordinated alternative access points and reduce potential conflict points on Route 230.
7. Identify potential connections to regional trail systems. There are a number of regional trail systems that could potentially be accessed by Township residents. These include the September 11 National Memorial Trail which will cross Pennsylvania, a connection from the September 11 Trail to the Northwest River Trail along Conewago Creek, and the Swatara Creek Greenway proposed by the Manada Conservancy.
8. Implement the recommendations of the Harrisburg Area Transportation Study (HATS) Regional Active Transportation Plan currently underway. These recommendations will help to implement the HATS Regional Backbone comprehensive network for non-motorized transportation.
9. Prepare corridor studies for Route 230 and South Geyers Church Road.

Route 230 is the main transportation corridor traversing the Township. Small lot residential and non-residential development in the Township has been centered on Route 230, as well as all of the more recent warehouse development and the proposed mixed-use development located on the south side of Route 230. It serves as a major regional collector road connecting Elizabethtown Borough in Lancaster County west to Middletown, Highspire, and Steelton Boroughs, and the City of Harrisburg.

A corridor study for Route 230 would determine potential land use impacts within the study area and evaluate possible improvements necessary to ensure the safe and efficient movement of people and goods. The study would analyze current and proposed land use and roadway characteristics as well as existing ordinance provisions as they relate to land use and transportation. A study of roadway conditions would include intersection and roadway crash data and roadway capacity analysis with both current and proposed development levels.

A regional Route 230 corridor study should include all adjacent municipalities and others directly impacted by development trends on Route 230, including Middletown Borough, Royalton Borough, Derry Township, Conewago Township, West Donegal Township, Mount Joy Township, and Elizabethtown Borough.

South Geyers Church Road is a key north-south corridor in the Township connecting River Road/Route 441 to Route 230. Redevelopment of commercial properties situated along Route 230, as well as the nearby proposed mixed-use development located at Foxiana Road and Route 230 could negatively impact roadway capacity of South Geyers Church Road.

Existing design issues include a lack of shoulders, the narrow opening at the railroad bridge, limited visibility in some directions at the intersection with Hillsdale Road, and the steep hill and curve limiting visibility north of Brinser Road.

FUTURE LAND USE AND GROWTH MANAGEMENT

1. Consider Subdivision and Land Development Ordinance amendments where parcels proposed for redevelopment would be required, during the subdivision approval process, to provide access points with adjoining properties, location of parking lots to the side or rear of properties, and uniform landscaping and screening requirements.
2. Review the uses currently allowed by right and by conditional use in the Agricultural District. Some uses, such as solar energy collectors which are permitted by right, should be better defined to discourage large-scale solar farms. Other uses that currently exist in the Agricultural District but are not currently permitted should be reviewed for inclusion as a permitted or conditional use.

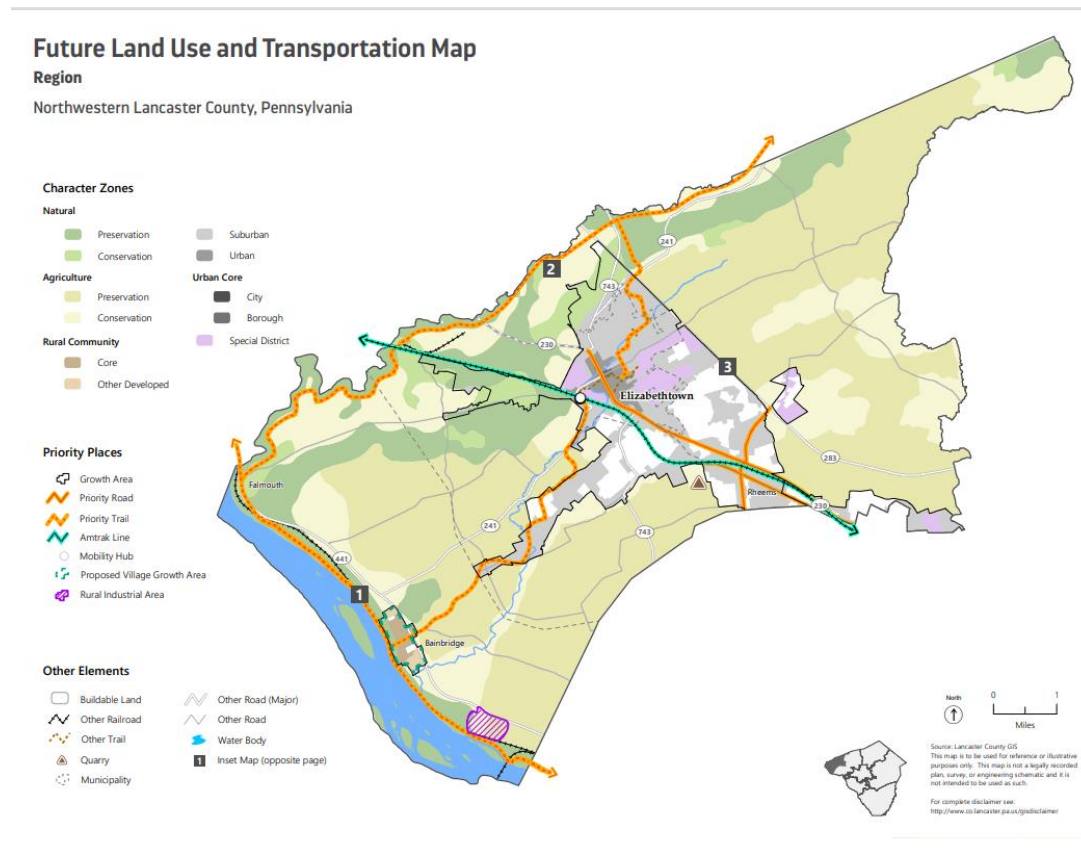
APPENDIX

ADJACENT MUNICIPALITIES COMPREHENSIVE PLANS

As part of the planning process, it is vital to ensure that the Comprehensive Plan is consistent with the plans of the surrounding municipalities. Section 301 (5) of the Pennsylvania Municipalities Planning Code requires Comprehensive Plans to include a statement indicating that the existing and proposed development of the municipality or region is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures which have been taken to provide buffers or other transition areas, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan. Therefore, the following describes the municipalities and counties that border Londonderry Township and examines the plans for the adjacent communities to assure consistency with the Londonderry Township Comprehensive Plan.

Conoy Township, West Donegal Township, Mount Joy Township - Lancaster County

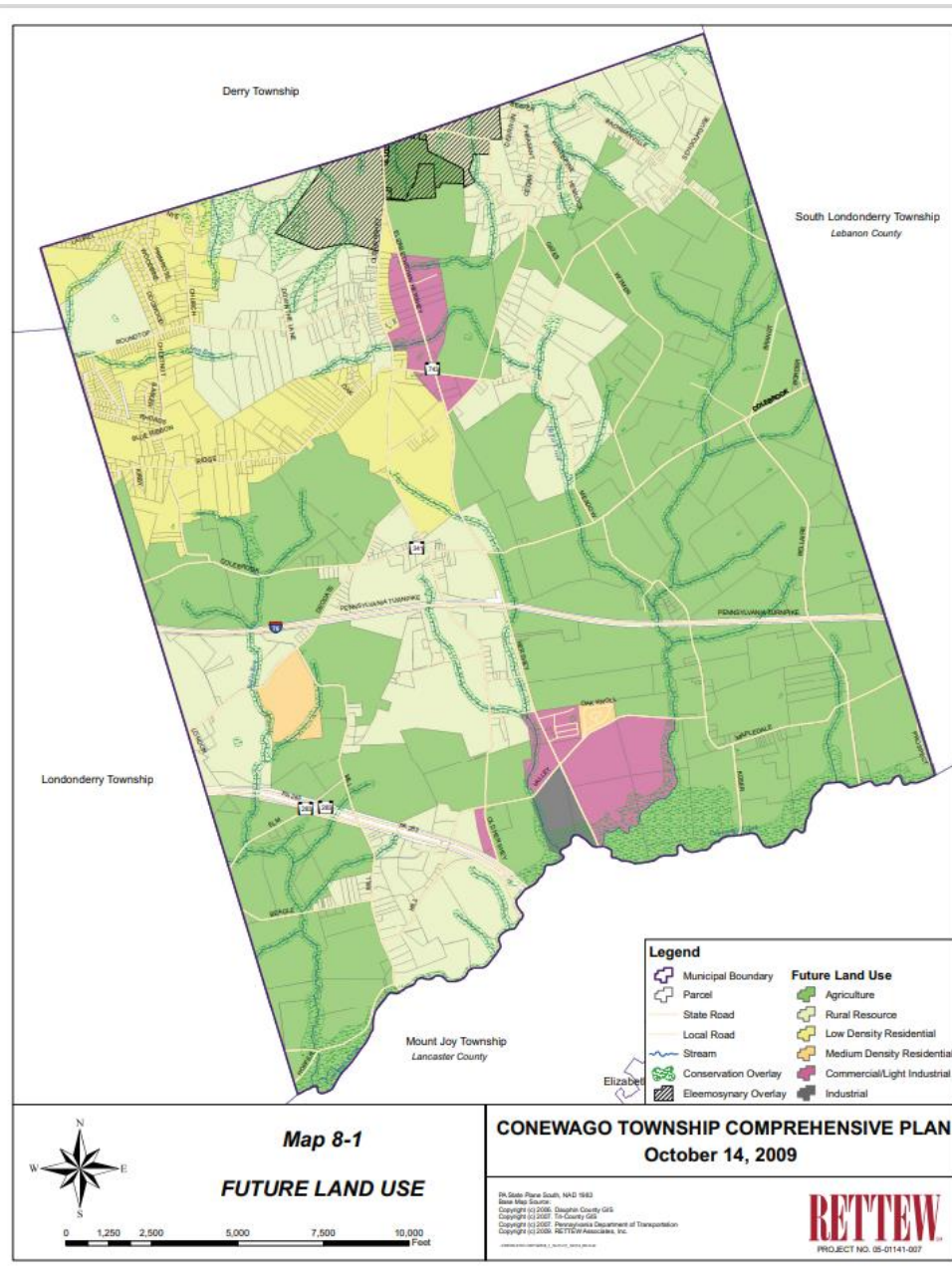
Northwestern Lancaster County Comprehensive Plan - Conoy Township, West Donegal Township, Mount Joy Township, Elizabethtown Borough (2024)



Conoy, West Donegal, and Mount Joy Townships in Lancaster County form the southern border of Londonderry Township. Conewago Creek serves the border. The Future Land Use and Transportation Map identifies Conewago Creek as a Natural Preservation Character Zone, and the Conewago Recreation Trail as a Priority Trail. This is consistent with the recommendations of the Conewago Creek Floodplain Restoration Study, and Londonderry Township's draft Parks, Recreation, and Open Space Plan.

Conewago Township-Dauphin County

Conewago Township Comprehensive Plan (2009)

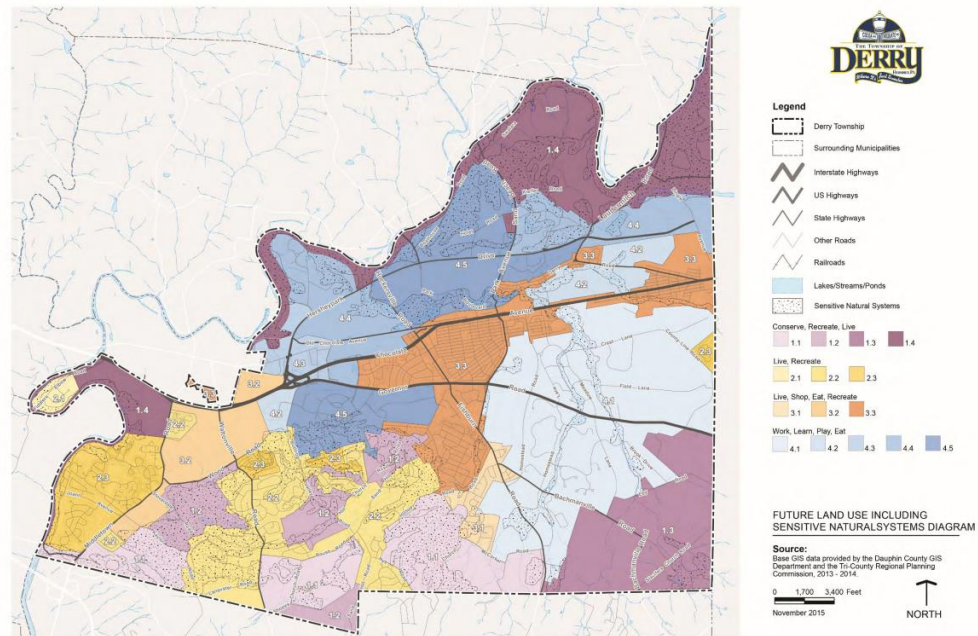


Conewago Township borders Londonderry Township to the east. The Future Land Use designation for the area south of Route 283 is Agriculture which is generally consistent with the [Londonderry Township Comprehensive Plan's](#) Future Land Use map. It is inconsistent with the existing warehouse use and Future Land Use designation of Warehouse/Logistics in Londonderry Township.

The area in Conewago Township located between Route 283 and Colebrook Road is designated as Rural Resource and Agriculture. This is consistent with the Agriculture land use designation in Londonderry Township. The area north of Colebrook Road in Conewago Township is identified as a mix of Low Density residential and Rural Resource. This is consistent with the existing land use pattern in Londonderry Township, as well as the Future Land Use designations of Agriculture and Low Density Residential.

Derry Township- Dauphin County

Derry Township Comprehensive Plan (2015, amended 2019)



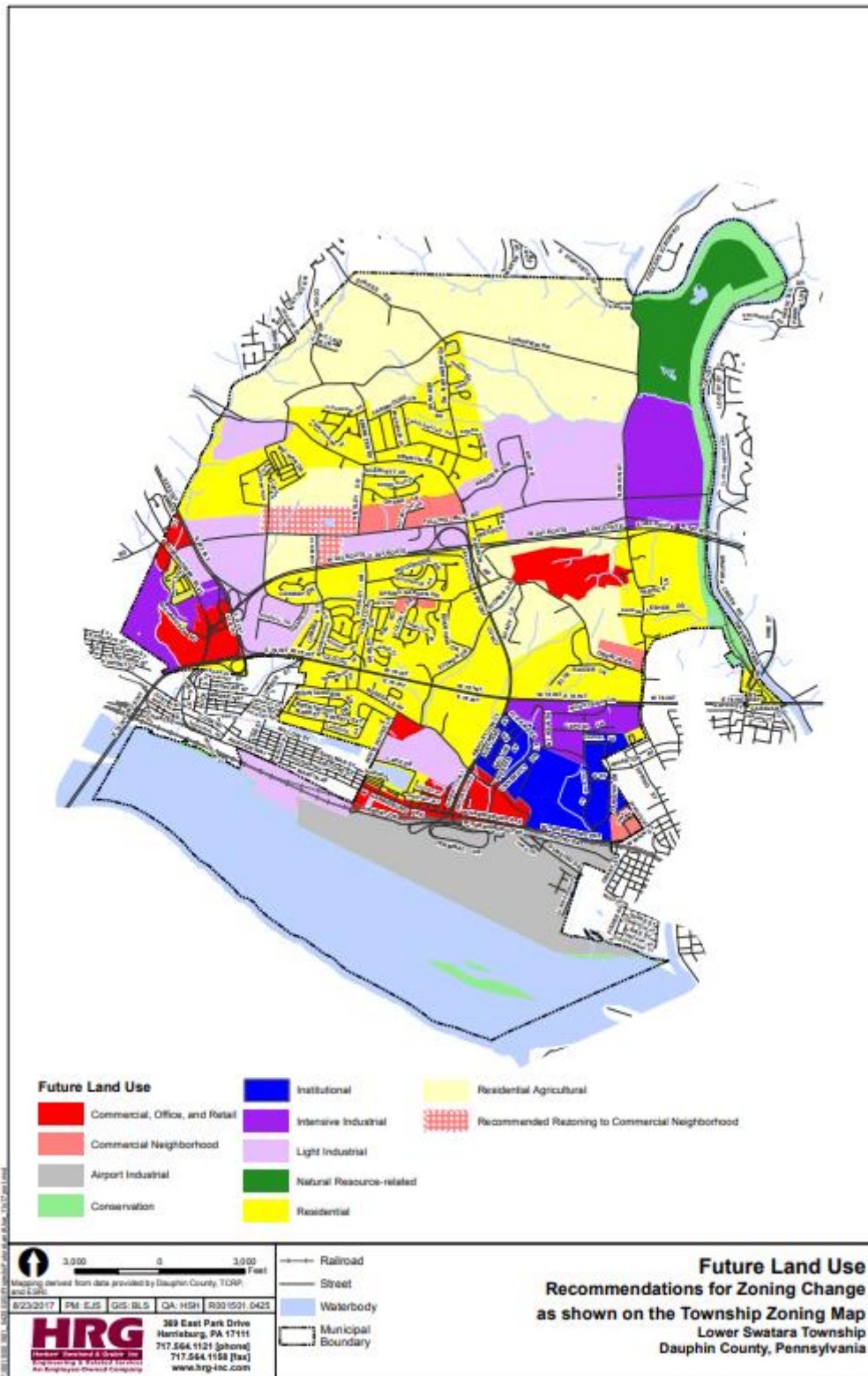
Derry Township forms Londonderry Township's northern border. The area north of the Vine Street/Route 283 interchange is designated as a Sense of Place: Conserve, Recreate, Live Area 1.1. These rural areas are planned for resource conservation, passive recreational uses, forestry activities/operations and very low-density residential uses. The Londonderry Township Comprehensive Plan has designated the area north of the interchange bordering Derry Township as Highway Commercial. The area to the east of Sense of Place 1.1 is a low-density residential area designated as Sense of Place Live, Recreate Area 2.2 Single-family

residential uses, as well as passive and active recreational uses are planned for this area. The adjoining areas in Londonderry Township are identified as Low Density Residential.

The area between Waltonville Road and Fishburn Road in Derry Township is designated as a mix of Sense of Place: Conserve, Recreate, Live Areas 1.1 and 1.2 with a mix of very low density residential and open spaces. This is consistent with the Low-density Residential and Open Space Natural Area designations in Londonderry Township. The area in the southeastern part of Derry Township east of Fishburn Road is shown as Conserve, Recreate, Live Areas 1.3. Residential and managed agricultural activities occur and are anticipated to continue. This is continued with the adjoining area in Londonderry Township, primarily planned for Agriculture with very limited existing Low Density Residential.

Lower Swatara Township- Dauphin County

Lower Swatara Township borders the extreme northwest corner of Londonderry Township, generally the area between the PA Turnpike to the south and Route 283 to the north. The Swatara Creek forms the border between the two townships. The 2017 Update to the Lower Swatara Township Comprehensive Plan designates the area along the Swatara Creek as Conservation. The area west of the Swatara Creek, north of Middletown Borough and south of Routh 283 is planned for Residential development. The adjoining land in Londonderry Township is generally planned for Highway Commercial development. The Future Land Use Map also identifies a number of properties along Swatara Creek Road owned by Londonderry Township.



Middletown Borough-Dauphin County

Middletown Borough borders the northwestern portion of Londonderry Township, with the Swatara Creek serving as the border. The Borough of Middletown Comprehensive Plan's (2006) Generalized Proposed Land Use Map designates the area in Middletown Borough between PA Route 230 to the south and the PA Turnpike to the north as a mix of Public and Residential Low-Density land uses. This conflicts with the Londonderry Township Comprehensive Plan's Future Land Use Map as planned for Highway Commercial.

The area south of PA Route 230 in Middletown Borough is shown as a mix of Public Lands and an area east of Hoffer Park containing warehouse and industrial uses designated as Industrial. The adjoining area in Londonderry Township is planned for Medium-High Density Residential use.

Royalton Borough- Dauphin County

Royalton Borough is located south of Middletown Borough on the east side of Swatara Creek. It is located north of River Road and Hillsdale Road in Londonderry Township. The Royalton Borough Comprehensive Plan (1981) designates the portion of the Borough along the eastern border with Londonderry Township as Residential Multi-Family, and its southern border as planned for Residential Single-Family. The Londonderry Township Future Land Use Plan designates the area adjoining the eastern border of Royalton Borough as planned for Medium-High Density Residential. The area bordering Royalton Borough's southern border is designated as Low-Density Residential along River Road, and Agriculture southwest of Hilldsale Road.

Newberry Township- York County

Newberry Township adjoins Londonderry Township on the western shore of the Susquehanna River in York County. The Newberry Township (York County) Comprehensive Plan's (2004) Future Land Use Map designates all of the land adjoining the Susquehanna River as Rural Residential.

Goldsboro Borough- York County

Goldsboro Borough adjoins Londonderry Township on the western shore of the Susquehanna River in York County. The Goldsboro Borough Comprehensive Plan (1987) designates the undeveloped portions of the borough fronting the Susquehanna River as either Conservation or Residential, Low Density. The downtown part of the borough that fronts the river is shown as Residential, Medium Density.

PUBLIC INPUT

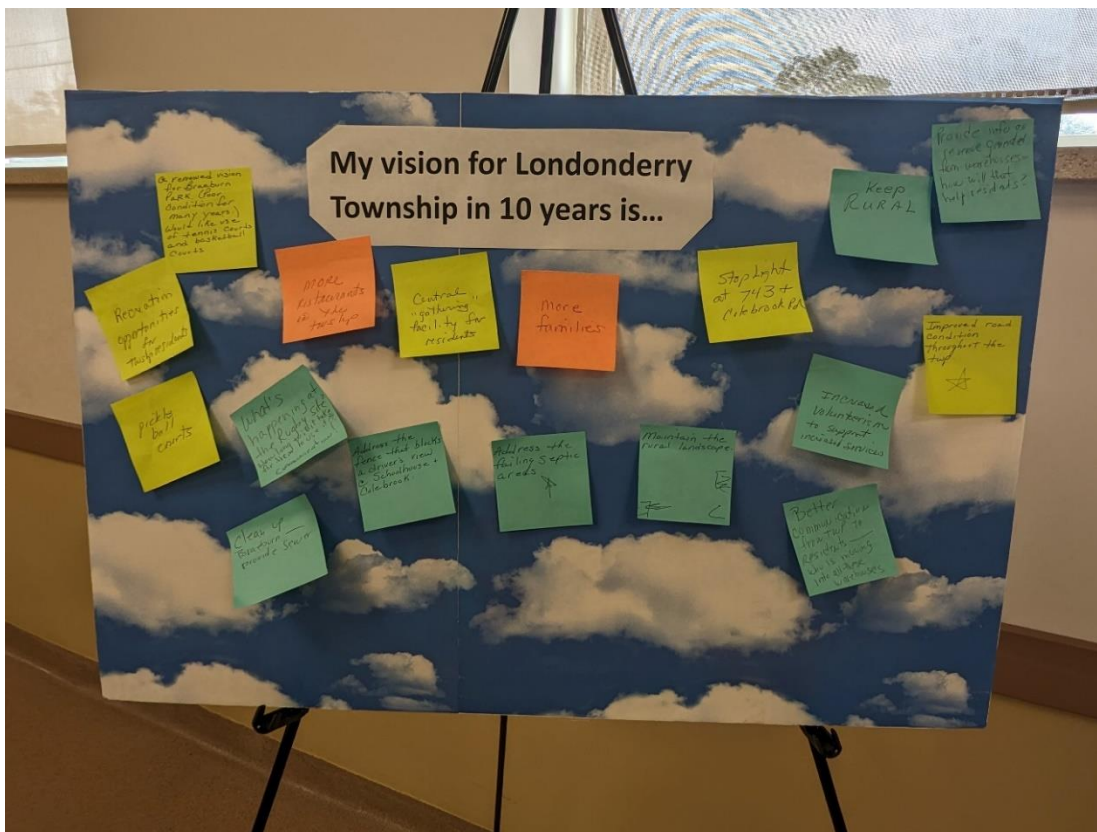
PUBLIC MEETINGS - JUNE 28, 2023

Overview

Two public meetings were held on June 28, 2023. Many residents in Londonderry Township expressed concerns about the current level of warehouse development and the lack of utilities such as sewer in the local community. Most residents responded that they would like to see more recreational areas such as nature trails, ball fields and courts, and other activities that would bring more young families into the Township. Residents enjoy the rural landscape and would like to see as little change and development as possible. Braeburn Park was mentioned several times and residents agreed that Braeburn Park needs to be revamped and could possibly be turned into an enjoyable and more usable community gathering space if in nicer condition.

Blue Sky Exercise: What is your vision for the Township in the next 10 years?

Main Themes:



- More recreational areas like nature trails, ball courts, and preserving the natural landscape (11 comments)
- Braeburn park revitalization (4 comments)
- Keep it undeveloped and maintain the rural agricultural land (3 comments)
- Improve road conditions (5 comments)

Expanded comments:

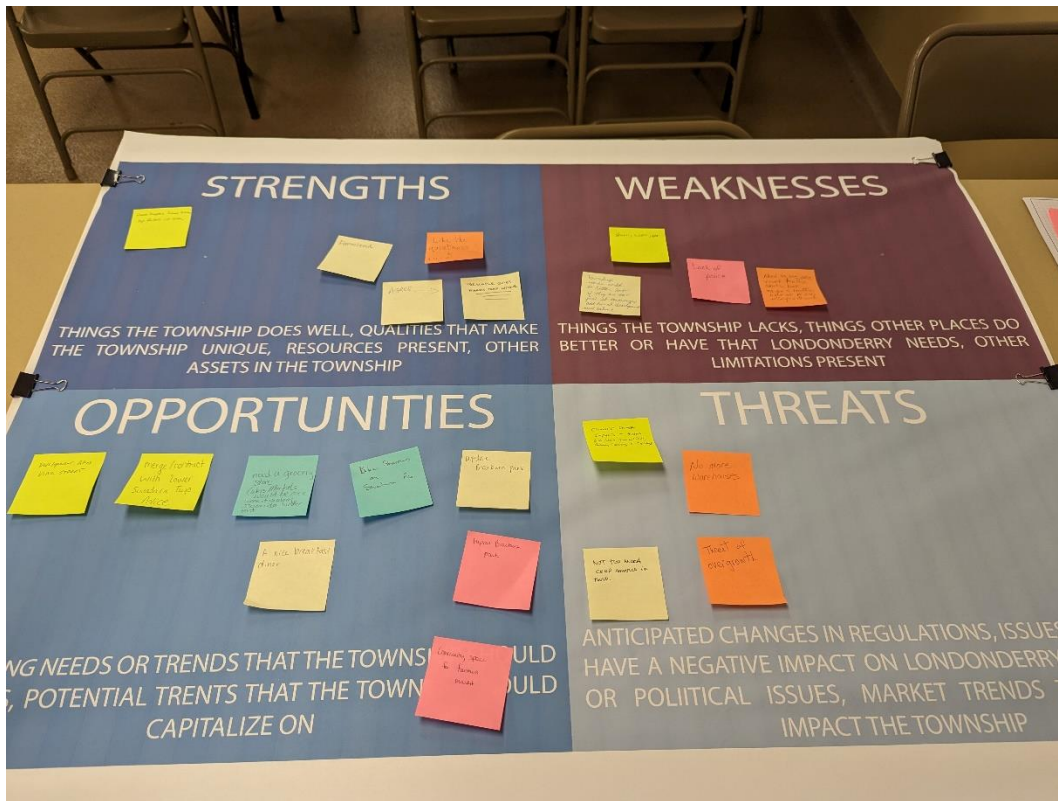
| 1 pm Meeting | 7 pm Meeting |
|---|---|
| <ul style="list-style-type: none"> - Central “gathering” facilities for residents - Pickleball courts - Recreation opportunities for Township residents - What’s happening at the rugby site? - How long will it take for them to use it? Communication! - Clean up Braeburn, provide sewer - A renewed vision for Braeburn Park (poor condition for many years); would like use of tennis and basketball courts - More restaurants in the Township - Stoplight at 745 and Colebrook Road - Keep rural - Provide info on revenue generated from warehouses and how will that help residents - Increased volunteerism to support increased services - Address the fence that blocks the drivers’ view at Schoolhouse and Colebrook - Improve road conditions throughout Township - More families - Address the failing septic areas - Better communication from Township to residents, who is moving into all these warehouses - Maintain the rural landscape - Pickleball courts - Nature trail along Swatara Creek - Recycling service in the Township, have trash company also pick up recycling | <ul style="list-style-type: none"> - A boat or canoe ramp would be nice on the Londonderry side of the Swatara Creek, similar to Middletown. - Since development seems inevitable, would like to see development confined to the Route 230 corridor. - Keep it as rural as possible, I like the natural quietness not found in cities and towns - I don’t have to drive to Bullfrog to walk. - In 2033, Rt. 230 developed with some restaurants within the “warehouse row”, maybe some walking or recreation areas as well - New improved Braeburn Park, lots of young families now in the neighborhood - To see many young families like my own have nice parks to go to and outdoor areas to play, update Braeburn Park - Biggest assets: Swatara Creek, popular for outdoor enthusiasts, fishing, kayaking, floats, and hiking - A calendar filled with community gatherings, fairs, festivals, boosting our community spirit and local identity - Biggest assets: Sunset Park and Golf Course, outdoor family areas - Minimal to moderate growth - Improve roadways to support new heavy traffic and warehouse trucks - A community that favors the residents over the corporate interests - A community that preserves local food producers and their businesses |

| | |
|---|---|
| <ul style="list-style-type: none"> - Improve existing recreation facilities – pickleball courts, bathrooms, sport field improvements - Road repairs on Colebrook Road, Steinrock Road, and Turnpike Bridge - Better roads - Slow growth - Keep it more of the same with number of residents because we don't want it overpopulated. That is why we live in a rural area. - More businesses along Rt. 230 - Preserve wildlife along with development - Get cop coverage - Stays rural, repair roads | <ul style="list-style-type: none"> - Wawa or Sheetz at corner of Tollhouse Road or some sort of fast food - Community area or building that can be used by young families - Development with apartments for small families and elders - Would like the Township to remain rural. Oasis away from congestion and activity. - Improved infrastructure – power, water, sewer, etc. - Harmonious balance of preserved agricultural land parallel to the establishment of a robust local farmers market that rivals the scale of Roots in Lancaster County. - Residential planning should include a variety of living options from single-family homes to townhomes, supported by commercial spaces, all aimed at fostering a self-sustaining community. - Along Route 230, we foresee commercial expansion that brings meaningful tax revenue to the area. - Biggest assets: Proximity to Hershey, Hershey Park, the theater, Chocolate World, and other venues. |
|---|---|

S.W.O.T EXERCISE (STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS)

Summary

- Strengths: Rural and quiet, centralized between Lancaster and Harrisburg
- Weaknesses: Need to have more transparency in township staffing. Looming threat of truck traffic
- Opportunities: Centralized location can encourage children and families to move here. Areas for recreation could also encourage young families.
- Threats: The Township committees lack of communication to residents, anticipated truck traffic with continual growth of warehouses



Strengths:

| 1 pm Meeting | 7 pm Meeting |
|--|---|
| <ul style="list-style-type: none"> - Rural, livable Township, please keep it this way. - Rural setting - Easy to access to 283 - Rural, quiet, wildlife - Central location between Lancaster and Harrisburg | <ul style="list-style-type: none"> - Farmland - School district drives lots of families into area - Ability to plan for the future intelligently; "clean slate." - Residents have mindset of "community" - The simple quiet makes the Township unique x 2 - Like the quietness and rural nature - Lower Dauphin School District is top rated in the area |

Weaknesses:

| 1 pm Meeting | 7 pm Meeting |
|---|--|
| <ul style="list-style-type: none"> - Staff at Township seems overwhelmed. - The chip and tar process needs to be changed. Too much oil and no compacting of stones. Round Top Road becomes an oil slick on hot days. - No ambulance, Recycling, Public Sewers, Trails - Poor condition of many of the roads - Lack of focus on Braeburn Park. Courts are not usable. - Septic systems in many areas - Residents lack interest in participating in Township general business until big changes become apparent. - Poor focus on condition of housing (codes) - Address Swatara Creek flood issues - Keeping the Township rural and protecting farmland after destroying so much of it. - Lack of enforcement with regards to property codes - Township staff- can't get meetings to discuss ideas, projects, etc. - Not to be condescending, same people running township, need other voices should be a limit; very thankful for their service. - We need transparency in Township business/decisions | <ul style="list-style-type: none"> - Lack of police - Level of retail on 230 - Lack of "safe" community spaces to take our children. - Lack of natural gas - Township roads could be better but if they are too good it encourages additional development. Need balance. - Sewer, water, and gas - Need to see once truck traffic starts, but maybe a traffic light at Route 230 and Geyers Church Road |

Opportunities:

| 1 pm Meeting | 7 pm Meeting |
|--|--|
| <ul style="list-style-type: none"> - To live in a central, quiet location - More working with neighboring municipalities (Derry Twp, Middletown); Partnerships - Volunteerism opportunities! Just need the volunteers. - If asset is young people, capitalize by offering activities to our children within the Township. - Why do all neighboring townships provide leaf cleanup except Londonderry? | <ul style="list-style-type: none"> - Development along Vine Street - A nice breakfast diner - Merge/contract with Lower Swatara Township Police - Need a grocery store (Weis Markets would be nice since it's along 230 corridors further east) - Bike sharrows on Swatara Road - Update Braeburn Park - Community space for farmer's market - Improve Braeburn Park |

Threats:

| 1 pm Meeting | 7 pm Meeting |
|--|---|
| <ul style="list-style-type: none"> - Township committees need to be kept informed by supervisors, transparency. - Township building needs more hours to be open and to hire needed staff. - New workforce will make Londonderry a "Carlisle Pike" terrible! - Keep the farmlands | <ul style="list-style-type: none"> - Climate change impacts - storm lines, overhead powerlines, roadway flooding and drainage. - No more warehouses - Not too much Corp American in Township - Threat of overgrowth |

FUTURE LAND USE MAPPING EXERCISE

Main Themes

Preserving the rural landscape was preferred by most residents and they would like to halt the development of future warehouses until the municipality can catch up with the transportation and economic infrastructure associated with the development.

- The agricultural land should remain as such.
- A nature trail from Braeburn Park would be a nice addition to the small secondary park.
- Residents would like to see more passive recreation via biking and hiking trails in the Township, especially along natural assets such as the Swatara and Conewago Creeks as well as the Susquehanna River (although not a lot of that riverfront land is useable due to Three Mile Island)

- Some residents would like to see more commercial development in the northwestern area of the Township, those amenities could include a grocery store or a hardware store.
- Since Rt 230 is their primary commercial corridor, the residents would like to see businesses, especially restaurants, along that road to support the influx of workers at the warehouses in the area during the work week.
- Residents would like to see a Bike Trail along the Township's side of the bank of Conewago Creek.
- Swatara Creek Rd and the land surrounding it from PA 283 to Hillsdale Rd should be a protected corridor. This could include a walking path.
- Miscellaneous items
 - A resident asked for a 55+ housing development.
 - A community center could be built at the park to host indoor events.
 - Several dangerous intersections where fast cars and trucks frequently have accidents (more on that at the transportation station)



7pm future land use mapping in action



Example of comments on Land Use Map

Non-Motorized Transportation Comments

Main Themes

The most popular comments were around a nature trail being put in on one of the rivers, residents were less interested in sidewalks and bike lanes on roads. Residents commented that many of the roads lack a shoulder and are narrow, making them hesitant to walk or bike on them.

Meeting 1 (1 pm)

- General Comments
 - Line of sight regulations should be reviewed and revised for the Township. There have been specific issues with fences and vegetation making it difficult to see at intersections.
 - There are issues with tractor trailers using Schoolhouse Rd. The resident called the truck company and was told the driver must follow the GPS and the GPS cannot be changed. But this road is residential and not set up for this kind of traffic. Residents have concerns that this will only get worse as the warehouses become occupied.
 - Tractor trailers are using PA-441 to get to the back of the Harrisburg Airport (441 to Ann St). Residents asked if it was possible for this traffic to be moved to PA-283. They are concerned this traffic will only get worse as the warehouses are occupied and would like to see the routes changed before that happens.
- Comments Added to Map
 - Would like to see a nature trail or bike lanes in the Township. Specific location is unclear. Potentially in northwestern portion of the Township, along the river.
 - Concert traffic at the Vineyard on Schoolhouse Rd needs to be controlled better.

Meeting 2 (7 pm)

■ General Comments

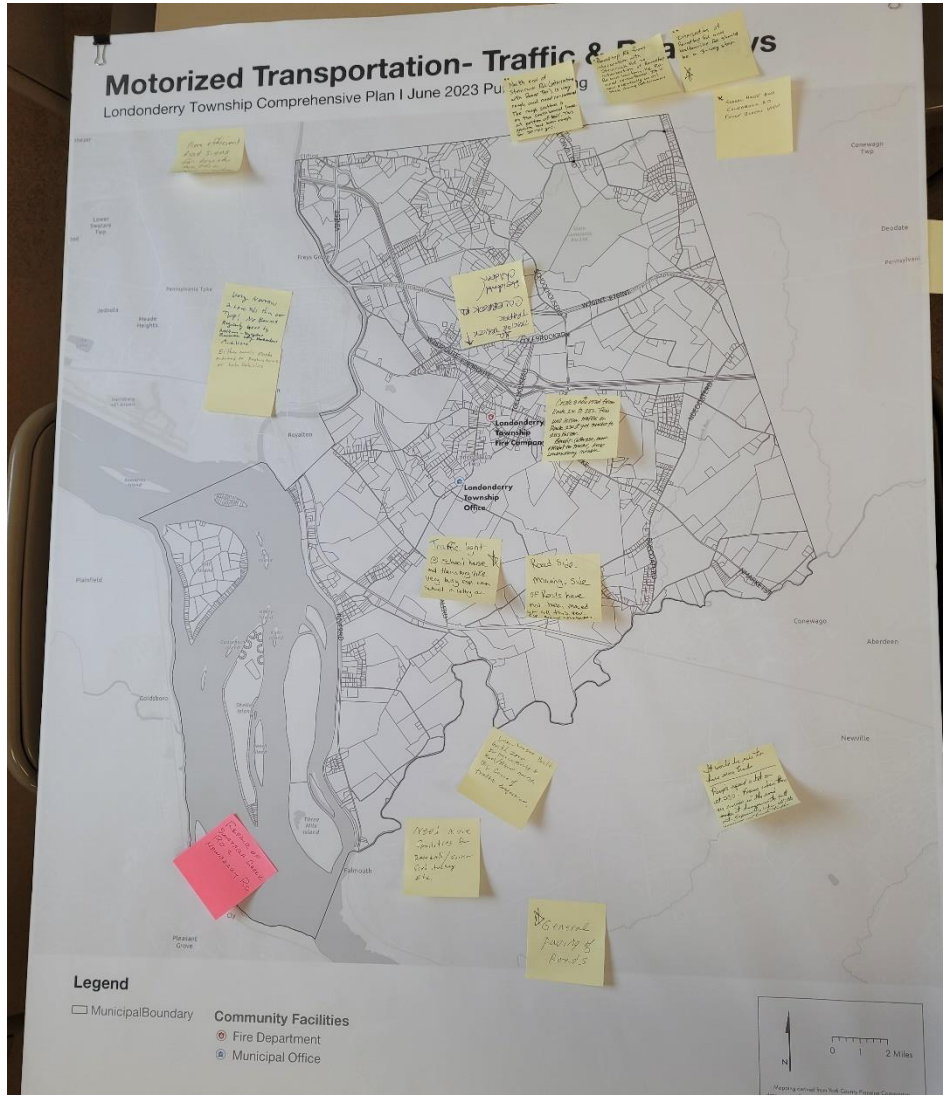
- The warehouse on Rt 230 has created truck traffic on Swatara Creek Rd, which is not designed or maintained to handle trucks or an increase in general traffic. There is nothing to prevent traffic from going that way to get to Love's. They are using it as a throughway and speeding.
- A resident asked about current stormwater management requirements. Does the Township have to comply with MS4?
- Schoolhouse Rd is not well maintained or wide enough.
- Vine St is tight, and drivers are run off the road.
- At the end of Newbury Rd to Schoolhouse Rd there is an extreme incline that is an issue for school buses and flooding.
- Tractor trailers are using Colebrook Rd and speeding. There are general traffic and speeding issues on the road and a need for speed control. There have been accidents at Colebrook Rd and School House Rd.
- There is a need for access control west of Tollhouse Rd on Rt 230. There are issues at the existing convenience store and there should be better access control moving forward.
- Issue with truck traffic on Rt 230 related to the warehousing.
- Intersection of Colebrook Rd and Schoolhouse Rd is a tight corner, has poor sight lines/visibility, and there is a big hole that should be filled.
- There is concern about school traffic with traffic cutting through Tollhouse Rd. The speed should be reduced to protect students. The school has a lot of activity and attracts people to live in the area. There is some question about if attendance is increasing or decreasing and we should confirm with the school district.
- Currently, trucks travel Tollhouse Rd to Rt 230 to the warehouses. This is lengthening the school bus ride. The Township should consider an off-ramp from PA-283 to Beagle Rd.
- Traffic and noise at the end of North Geyers Church Rd for PA-283, getting worse with increased truck traffic.
- Visibility issues at Schoolhouse Rd, off Rt 230 off Braeburn Rd.
- Concern about natural resources along Rt 441 / river.
- Rousch Rd from Colebrook Rd to Deodate Rd needs to be repaved/ resurfaced and widened. The road is crumbling on the sides and there are visibility issues with oncoming traffic at the hill.
- At the intersection of North Geyers Church Rd and Rt 230, there is a turn lane in each direction that is not marked (currently striped as turn lanes, but do not have arrows). This creates issues with turning movements and oncoming traffic and people cutting around people attempting to turn.

Comments Added to Map

■ Location Specified Comments

- (Need) Traffic light at Schoolhouse (Rd) and Harrisburg Pike. Very busy especially when school is letting out. (This was supported by another resident)
- Repair of Swatara Creek Rd and Newberry Rd

- Create a new road from Route 230 to 283. This will lessen traffic on Route 230 and get trucks to 283 faster. Benefit: Safer 230, more efficient trucks, keep Londonderry livable (Comment was left east of Schoolhouse Road)
 - (Intersection of) Schoolhouse Rd and Colebrooke Rd fence blocks view
 - Intersection of Roundtop Rd and Waltonville Rd should be a 3-way stop. (This was supported by another resident)
 - Roundtop Rd from intersection with Steinruck Rd to intersection of Roundtop Rd and Waltonville Rd needs to be resurfaced. It is now essentially an oil slick during hot summers.
 - North end of Steinruck Rd (intersection with Roundtop Rd) is very rough and needs to be resurfaced. The rough section is on the southbound land at the bottom of the hill. This section has been rough for 30-40 years.
 - No tractor trailer traffic on Colebrook Rd. - residential/children.
- General Comments
- Need more facilities for baseball/soccer/field hockey, etc.
 - General (re)paving of roads. (This was supported by another resident)
 - Warehouses built with zero improvements to road/street access. Big cause of traffic congestion.
 - (Need) Roadside mowing. Side of roads have not been mowed at all this year. Especially around warehouses.
 - More efficient road signs for truck traffic. ((Trucks should) NOT (use) Schoolhouse Rd)
 - Very narrow 2 land roads throughout Township! No berms. Regularly used by walkers, bicyclists, runners. Very hazardous conditions. Either needs roads widened or restrictions on wide vehicles.
 - It would be nice to have more trails.
 - People speed a lot on Rt 230. Areas where there are curves in the road make it dangerous to pull out. Especially with the increase in truck traffic.



Future Land Use Comments

- Generally, not a lot of change in land use is desired
- The Township residents would like to halt future warehousing development until the municipality can get a better handle on the economic and transportation problems that will be caused by the existing warehouses
- The agricultural land should remain as such
- A nature trail from Braeburn Park would be a nice addition to the small secondary park
- Residents would like to see more passive recreation via biking and hiking trails in the Township, especially along natural assets such as the Swatara and Conewago Creeks as well as the Susquehanna River (although not a lot of that riverfront land is useable due to Three Mile Island)
- Some residents would like to see more commercial development in the northwestern area of the Township, those amenities could include a grocery store or a hardware store.

- Since Rt 230 is their primary commercial corridor, the residents would like to see businesses, especially restaurants, along that road to support the influx of workers at the warehouses in the area during the work week
- Residents would like to see a Bike Trail along the Township's side of the bank of Conewago Creek.
- Swatara Creek Rd and the land surrounding it from PA 283 to Hillsdale Rd should be a protected corridor. This could include a walking path.
- Miscellaneous items
 - A resident asked for a 55+ housing development
 - A community center could be built at the park to host indoor events
 - Several dangerous intersections where fast cars and trucks frequently have accidents (more on that at the transportation station)

Londonderry Township Miscellaneous Notes from 6/28/2023 Public Meetings

First Meeting – 1 pm at the Fire Hall

- General Meeting Discussion and Overview
 - People want to know what businesses and uses are going into the warehouses and want to know why it is so hush hush
 - General feel from certain people in crowd was a lack of transparency that exists with the current Board of Supervisors and staff
 - They are not helpful and not open to hearing new ideas
- SWOT Activity Misc. Notes
 - Need to address short-term rentals in the Zoning Ordinance or through another ordinance – can't get an answer on them from the Township
 - Township is not very helpful when it comes to phone calls; also not very open to hearing ideas on how to reuse properties or ideas on potential projects or improvements
 - On-lot and private sewer systems need to be upgraded
 - Trails are a great idea, need more connections
 - Warehouses aren't occupied yet so it is hard to assess traffic and how their use will affect local traffic (we could check traffic studies from when these went through land development approval – ordinances do require them)
 - Need money to get things done
 - Old Saturday's Market property on 230 was going to be houses but that fell through
 - Landscaping around the warehouses is nice and the residents appreciate it
 - Trail along the creek
 - People stay here because it is a nice, quiet place to live
 - Not sure what is going to happen with the old TND idea on that site, might just do housing right now (this is across from the warehouse near the Township border with Middletown)

Second Meeting – 7 pm at the Fire Hall

- SWOT Activity Misc. Notes
 - Utilities are an issue**
 - They need to be expanded but that will bring pressure for other development
 - Really not much connected to the system

- There is a force main along Route 230
- Township was “shocked” when the government decided to decommission Three Mile Island and now they don’t know what to do (according to one resident!)
- Vine Street – coming in from 283 and Middletown
 - This is a good spot for commercial uses
 - Someone wants a Chick-fil-A
 - This area was supposed to be developed years ago but it never came to fruition
 - There is a Rutter’s there

General Meeting Notes

- A lack of volunteerism makes it difficult to provide local services.

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

September 28, 2023

Attendees:

| Name | Company | Phone | Email |
|----------------|----------------------|--------------|----------------------------|
| Steve Letavic | Londonderry Township | 717-564-1121 | sletavic@londonderrypa.org |
| Monique Dykman | Londonderry Township | 717-564-1121 | mdykman@londonderrypa.org |
| Susan Yocum | Eckert Seamans | 717-237-6023 | syocum@eckertseamans.com |
| Brett Flower | Eckert Seamans | 717-237-6072 | bflower@eckertseamans.com |
| Tim Staub | HRG | 717-893-2636 | tstaub@hrg-inc.com |
| Dean Severson | HRG | 717-893-2636 | dseverson@hrg-inc.com |

New development needs to be more environmentally sensitive and attractive. Riparian buffers and wildlife corridors must be identified and preserved with new development.

The Zoning Ordinance and Comprehensive Plan should align with each other. The Zoning Ordinance is not as current and progressive as it needs to be. Specifically, recreation fees in lieu and dedication requirements must be updated. Additionally, environmental regulations for development on steep slopes and protection of mature timberland need to be tightened. Traffic impact fees should be more aggressive.

The Township must update its land used regulations to require sustainable environmental practices such as green and solar roofs, and LEED Design Standards. The provisions of the Planning Research zoning district are mostly obsolete and need to be reviewed.

The Township needs to seek multimodal grants for transportation alternatives along the Route 230 corridor. There is a need for a bus or shuttle service along the Route 230 corridor to connect housing to jobs. There is a train station in Middletown and there may need to be a new bus station. There will be 1,700 new jobs with three shifts a day coming to the warehouse development along the Route 230 corridor. Better paying technical jobs will also be needed in the Township in the future. More crime will also probably occur with increased development in the Township.

PennDOT didn't look at the cumulative effects of all of the proposed development along the corridor. A comprehensive corridor study is needed. There is a tremendous amount of new pass-through traffic already along the Route 230 corridor coming from outside the Township. An example is traffic from the Bishop's Woods development in West Donegal Township.

The Township needs to develop an interconnective active transportation system. There is a need for active recreation and a regional park in the Township. There is potential to connect Wildwood Lake Site to the 911 trail system crossing the state. The trail network also needs to connect to the Northwest River Trail and the Capital Beltway trail.

The Township needs to develop an Official Map and not rely solely on negotiations with developers. Riparian buffers should be acquired by the Township for trails. Mowed meadow paths along streambanks can be used for trails. Farmers should be assisted in acquiring technical assistance grants for BMP implementation.

The former Parline golf course property should be acquired for recreation use. It is currently in agricultural use. This will be a key component of the update to the Parks, Recreation, and Open Space Plan. This site could provide both active recreation facilities such as ball fields as well as trails. Public sewer service will be extended to the Braeburn neighborhood and past the Parline site, which will increase pressure to develop this site. The sizing of the pipes, proposed to have a 16-inch diameter, are key in determining how much growth could occur in this area.

The Lytle Farm residential plan will be submitted as a by right plan. The plan potentially could propose 1,000 new homes with no recreational components, increasing the need for a regional park.

The Township needs to look at the MS4 program with more stringent requirements imposed by the state and the Chesapeake Bay regulations. These increased regulations could be very onerous for the Township.

Development regulations in the Agriculture and R-1 zoning districts should be tightened up to prevent rural sprawl development. The islands should be rezoned from Agriculture to some type of conservation zoning district. TMI1 is still operational while TMI2 is actively decommissioning. The only I-2 Industrial District in the Township is located on Three Mile Island. All of the most intensive land uses are only permitted in the I-2 District. This could result in a potential exclusion of land uses not permitted anywhere in the Township.

Next Steps

1. Review existing Township fee-in-lieu requirements and recommend changes, including adding fees for non-residential development.
2. Create a draft Official Map and ordinance with proposed trails, stream corridor acquisitions, road improvements, and park locations.

3. Develop green infrastructure requirements for inclusion in the Subdivision and Land Development Ordinance.

Next Meeting

Thursday 10/5/2023, 9:30 a.m.- 11:30 a.m., Londonderry Township office

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

October 11, 2023

Attendees:

| Name | Company | Phone | Email |
|-------------------|--|--------------|----------------------------|
| Patience Basehore | Londonderry Township Planning Commission | | |
| Deb Weaver | Londonderry Township Planning Commission | | |
| Robert Pistor | Londonderry Township Planning Commission | | |
| Steve Letavic | Londonderry Township | 717-564-1121 | sletavic@londonderrypa.org |
| Andrew Kenworthy | HRG | 717-564-1121 | akenworthy@hrg-inc.com |
| Tim Staub | HRG | 717-893-2636 | tstaub@hrg-inc.com |
| Dean Severson | HRG | 717-893-2636 | dseverson@hrg-inc.com |

The Planning Commission discussed the draft Goals and Objectives for the Comprehensive Plan. Prioritization of actions has to consider regulatory issues, critical needs, funding issues, and a community wish list. The Planning Commission stated that a key consideration is quality of life, and the number one issue affecting quality of life is traffic. Traffic studies are prepared for each individual project but don't look at the overall cumulative impact of traffic, generated both within the Township and pass-through traffic.

It was recommended that the Township work with HRG to prepare a Route 230 corridor study which would look at new interchanges of Route 283 as well as other access points and on/off ramps. The corridor study would also look at the impacts of development from neighboring municipalities. PennDOT and the Harrisburg Area Transportation Study would be involved in the study. The Planning Commission noted that there are a number of properties for sale along the Route 230 corridor.

It was recommended that in the Goals and Objectives, under the Connection Theme, a fourth Objective should be added: “Develop a regional corridor study for PA 230 and associated interchanges with PA 283 to balance economic development with existing quality of life. This is to be coordinated with the neighboring municipalities of Hummelstown, Derry, Conewago, Elizabethtown, and Middletown, as well as Tri-County Planning Commission, PennDOT, and local state legislators.

One of the proposed Goals, better communication with residents, was discussed in detail. Among the recommendations was sending flyers to local schools, churches, and businesses, as well as speaking to local civic groups. The Planning Commission stated that the three resources needed to drive implementation of any of the initiatives are capital, Township staff, and political will.

A third Objective will be added to the Communication Theme: “Identify key people in the area that could assist and support with education and engagement with the Community Initiatives.”

The Planning Commission discussed the proposed Growth Management Area (GMA) in the Township. It was agreed that all of the areas in the Township that are zoned Agriculture and R-1 Residential would remain outside of the GMA. The three mobile home parks would also remain outside of the GMA. Additionally, all preserved farms would be excluded. The area on either side of Schoolhouse Road south of Route 283 will be included in the GMA.

The draft Official Map will also be coordinated with the GMA to ensure that infrastructure and other services will be integrated into planning for future growth.

Several recent developments in the Township have been granted sidewalk deferrals. It was decided that a list and map of these deferrals should be prepared. Recommendations for other transportation such as shared parking area requirements should also be included in the Plan.

HRG will prepare a draft GMA plan map which will identify where development should and should not occur. Road names and sewer service areas will also be included on this map. Additionally, an analysis of the proposed GMA will identify not only where growth should be directed to, but also the types of growth appropriate in specific areas, and the phasing of growth within the GMA to mitigate the impacts of development. Regulatory requirements to accommodate a fair share of different uses will also be included in the analysis. The analysis will also include recommendations for outside the GMA to tighten development controls in order to funnel growth to the GMA.

Properly sizing the GMA will involve analyzing future populations projections. It was noted that the proposed Lytle development would accommodate the Township’s projected growth at least through 2030 and probably longer. This may mean that some areas currently planned and zoned for residential development could be changed to another land use designation.

Next Steps

1. Prepare Growth Management Plan map and include sewer service area.
2. Prepare growth management chapter.
3. Discuss future land uses.

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

October 19, 2023

Attendees:

| Name | Company | Phone | Email |
|------------------|----------------------|--------------|---------------------------|
| Monique Dykman | Londonderry Township | 717-564-1121 | mdykman@londonderrypa.org |
| Brett Flower | Eckert Seamans | 717-237-6072 | bflower@eckertseamans.com |
| Tim Staub | HRG | 717-893-2636 | tstaub@hrg-inc.com |
| Dean Severson | HRG | 717-893-2636 | dseverson@hrg-inc.com |
| Andrew Kenworthy | HRG | 717-893-2636 | akenworthy@hrg-inc.com |
| | | | |

The draft Official Map was reviewed. It was recommended that a park and ride lot be added to both sides of the Lytle development. A transit stop should be located at the Parline property. The intersection at Whitman Lane and Deodate Road should be identified for an intersection improvement. A trail should be identified on the Official Map running from Route 341 northward to the Middletown Reservoir property and the State Game Lands. All bike lanes should be protected from motorized traffic. The properties identified for possible acquisition will be numbered on the map and identified by name in the legend. Connections to trails in adjoining municipalities will be identified on the Official Map. The rugby field/multi-purpose field in Sunset Park will be identified.

The draft Park Dedication and Fees-in-Lieu Analysis was reviewed. The committee asked that alternative scenarios be prepared identifying the total amount of fees that could be received from the Lytle development given differing fee amounts. It was also requested that alternative scenarios be prepared for a theoretical 30-acre non-residential development. The committee asked if there were standard costs associated with the development and maintenance of different types of parks.

Next Steps

1. The Township will review the draft Official Map and send edits to HRG by 10/25.
2. Brett will prepare the draft Official Map ordinance.
3. HRG staff will calculate the alternative fee scenarios and research standardized park development and maintenance costs.
4. HRG staff will check on past sidewalk deferrals in the Township.
5. HRG staff will prepare SALDO revisions regarding sustainability requirements such as native plantings, greenway and buffer design, and ownership and maintenance requirements.

6. HRG staff will prepare connectivity regulations for the SALDO. Shared use paths should be located outside of the right-of-way, be protected by a physical barrier, built with an asphalt surface with a minimum width of 8 feet, and have benches at strategic locations such as transit stops.

Next Meeting

Wednesday 12/13/2023, 9:30 a.m. - 11:30 a.m., Londonderry Township office to discuss SAL:DO amendments

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

November 15, 2023

Attendees:

| Name | Company | Phone | Email |
|-----------------|---|--------------|----------------------------|
| Mike Geyer | Londonderry Township Board of Supervisors | | |
| Deb Weaver | Londonderry Township Planning Commission | | |
| Robert Pistor | Londonderry Township Planning Commission | | |
| Steve Letavic | Londonderry Township Manager | 717-564-1121 | sletavic@londonderrypa.org |
| Ruth Jilka | Londonderry Township resident | | |
| Brett Flower | Eckert Seamans | 717-237-6072 | bflower@eckertseamans.com |
| Mike Wood, P.E. | HRG | 717-564-1121 | mwood@hrg-inc.com |
| Tim Staub | HRG | 717-893-2636 | tstaub@hrg-inc.com |
| Dean Severson | HRG | 717-893-2636 | dseverson@hrg-inc.com |

Dean discussed the Designated Growth Area (DGA) map and noted that it included all of the areas currently zoned R-2 Commercial, C-2 Commercial, I-1 Industrial, and Planning Research. Tim explained that the DGA is intended to direct where growth should occur in the future and be supported by a full range of infrastructure and services. He also mentioned that the DGA would also help to preserve the agricultural and rural areas of the Township by directing growth away from those areas.

Dean then presented the draft Future Land Use and Growth Management chapter. He first reviewed the current amount of land used for specific land uses. He noted that agriculture made up approximately 50% of the land in the Township, single-family residential comprised a little over 18%, and lands assessed as

undeveloped or vacant, approximately 15% of the total. Dean then described the existing land uses located within the DGA. He noted that within the DGA, approximately 30% of the land is farmland, primarily located in the northwest part of the Township. Warehouse development makes up about a quarter (24.5%) of the land base. The Zeager Brothers industrial use, the proposed Lytle Farms mixed-use development, and existing residential use all comprise between 10 and 11%.

Dean provided an analysis of the DGA, including a conclusion that many future proposals for development will probably require consolidation of smaller lots. He also noted that the amount of land within the DGA currently zoned for residential, commercial, warehouse, and mixed-use development far exceeds the Township's needs for the next 10 years.

Finally, Dean recommended a range of actions for both inside and outside the DGA. He provided future land use designation categories for land uses within the DGA that generally reflected existing land use patterns and acknowledged existing zoning districts. Dean recommended that future growth be phased simultaneously with the provision of infrastructure. He recommended a classification of Farmland/Phased Future Development for the farm properties in the northwestern part of the Township. He also recommended that certain farm parcels in the southern part of the Township currently zoned R-2 be designated as Residential Holding Areas.

For the areas outside of the DGA, it was recommended that farm parcels currently zoned R-1 be further evaluated for the best future land use. The R-1 Residential District should only be used for areas with existing low-density rural residential use. The islands, with the exception of Three Mile Island, are to be designated as Open Space/Natural. Three Mile Island will be designated as Utility, and the State Game Lands property will also be designated as Open Space/Natural.

The Planning Commission asked that all preserved farms be identified on the Future Land Use map. They also asked that agricultural parcels zoned R-1 be identified.

Next Steps

1. The Planning Commission asked that HRG provide copies of the following maps:
 - current zoning map
 - map of existing and planned sewer service areas
 - location of preserved farms and all parcels assessed as farmland, overlay the existing zoning
 - draft Future Land Use/Growth Management Plan

HRG will provide 10, 24" x 36" copies of each of the 4 maps.

2. HRG will provide a revised Future Land Use and Growth Management chapter.
3. The next meeting will be a joint meeting with the Township Planning Commission and Board of Supervisors. That meeting is scheduled for December 20th from 10:00 a.m. to 12:00 p.m.

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

December 21, 2023

Attendees:

| Name | Company | Phone | Email |
|------------------------|---|--------------|----------------------------|
| Mike Geyer | Londonderry Township Board of Supervisors | | |
| Ron Kopp | Londonderry Township Board of Supervisors | | |
| Mel Hershey | Londonderry Township Board of Supervisors | | |
| Anna Dale | Londonderry Township Board of Supervisors | | |
| Deb Weaver | Londonderry Township Planning Commission | | |
| Robert Pistor | Londonderry Township Planning Commission | | |
| Monique Dykman | Londonderry Township | 717-564-1121 | mdykman@londonderrypa.org |
| Jim Diamond | Eckert Seamans | 717-237-6071 | jdiamond@eckertseamans.com |
| Andrew Kenworthy, P.E. | HRG | 717-893-2636 | akenworthy@hrg-inc.com |
| Mike Wood, P.E. | HRG | 717-564-1121 | mwood@hrg-inc.com |
| Tim Staub | HRG | 717-893-2636 | tstaub@hrg-inc.com |
| Dean Severson | HRG | 717-893-2636 | dseverson@hrg-inc.com |

Tim and Dean provided an overview of the project schedule, designated growth areas, and future land use and discuss next steps. HRG provided a packet of the information at the meeting that included the draft designated growth area and future land use chapter and maps displaying the designated growth area, future land use maps, and wastewater service area, and sewer service areas, as well as a list of the preserved farms in the Township.

Ater reviewing the Designated Growth Area concept, the meeting attendees seemed to be generally supportive of the concept of the designated growth area that mirrors the Route 230 corridor and wastewater service area associated with the R-2, C-2, I-1, and Planning Research zoning districts. Audience members discussed whether preserved farms that are zoned R-2 should be included in the Designated Growth Area. The Township asked that HRG provide a list of properties that are currently zoned either R-1

or R-2, greater than 10 acres in size, and assessed with an agricultural land use. HRG suggested both one on one discussions and a focus group meeting with property owners on the topic of future use of their property.

Audience members questioned whether greenways or trails should be added to the future land use plan map. In particular, identifying trails on the map that connects the Northwest Trail to the Capital Greenway (911 Trail). HRG responded that they could be added to the map but more often trails would be added to a transportation map.

The audience suggested that the Township should consider where solar farms should be located within the Township. One of the planning commissioners asked whether the Township had a mechanism to require parks near projected housing. The Township does have a mandatory dedication ordinance that requires the developer to pay fee in lieu or dedicate park land based on the number of dwelling units proposed.

Next Steps

HRG shared that they and the Planning Commission need feedback from the Board of Supervisors as to whether they were comfortable with the designated growth areas and the future land use plan. The Board suggested having a discussion at its 3rd Wednesday of January meeting.

SUMMARY OF CITIZEN COMMENTS - LONDONDERRY TOWNSHIP AG PARCELS OWNERS MEETING

- Question about Manada Conservancy. Lot #8, Max Laufer, Jr. property, 65 acres. The farm is preserved by the Manada Conservancy (see attached article).
- “If a property is zoned R-1 or R-2, that means we’re going to be forced to have public sewer.” – Need to emphasize in the Comp Plan that the GMA is intended to direct where growth is to be directed. The intent is to not expand growth areas/sewered areas outside of the Route 230 Corridor.
- Parcel #33, Paul Castline, 843 Locust Grove Road, 11 acres - no desire to develop.
- Lot 30, Jerry Rutt, 359 North Deodate Road, 132 acres. Only a portion of the property on the west side of the road is zoned Residential, doesn’t want to lose the development right for that portion of the property. Commented that there are sand mounds and failing systems at the Braeburn development site next to his property and that there is a need for public sewer there. Sewer could possibly serve the Residentially zoned portion of his property.
- Neighbor on North Deodate Road next to Lots 23 and 30. Wants to see the ag use continue.
- Lot 29, 405 South Deodate Road, 14 acres, owned by Cameron Reigle. Wants to leave the property as it is- storage campers, goats.
- Lot 32, Locust Grove Road, 17 acres, owned by Gene Goodhart (deceased). A person said that Gene didn’t want it developed.
- Question about maintaining a special exception they have for horses and chickens. Possibly preserving it with Manada or somebody after they have passed.

- The township manager recommends that landowners get certificates of non-conforming uses that memorializes their non-conforming uses. According to the Township zoning ordinance, the only ag use permitted in R-1 or R-2 is “Tilling of soil and raising of crops.”
 - * Possibility of putting a recommendation in the Comprehensive Plan to allow additional agricultural uses in the R-1 District.
- Somebody mentioned possibility of placing solar panels on larger farm parcels.
- Question if any of these discussions would affect the status of their Clean and Green designation - Township Manager assured them that Clean and Green is outside of zoning.
- Lot 12, 901 Elwood Road, 99 acres, Eric and Dolly Crawford. Have “zero intentions” on having residential uses on the property for the next 10 years but does like the zoning because it gives him options.
- Lot 6, Swatara Creek Road, 25 acres, Daniel C. Mayer (speaker identified as Debra Landis. We like the ag but like having the freedom to sell it for development.
- Lot 3, 290 Old Farm Road, 43 acres, owned by Renee Germeyer (speaker identified as Tracy). Wants to keep land preserved.
- Lot 18, 2311 Foxianna Road, 13 acres, owned by Phillip Manley. Wants to keep Residential zoning. Falcon Crest is going through, and I can sell property for a whole lot more.
- Lot 17, 2250 Foxianna Road, 18 acres, Rocky Meadows Holdings (speaker name is Joe Cerkin). He wants to purchase the property for pastureland

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

April 15, 2024

LONDONDERRY TOWNSHIP PLANNING COMMISSION

783 S. Geyers Church Road • Middletown, PA 17057
P: (717)944-1803 • www.londonderrypa.org

COMP PLAN MEETING MINUTES MEETING DATE: APRIL 15, 2024

The Londonderry Township Planning Commission held their scheduled comprehensive plan meeting on Monday, April 15th, 2024 at the Londonderry Township Building, 783 S Geyers Church Rd, Middletown PA 17057.

Call to Order:

Vice Chairperson Pistor called the meeting to order at 5:30pm

Roll Call/Members Present:

The following members were present for the meeting

- Bob Pistor (Vice Chair)
- Adam Kopp (Secretary)
- Deb Weaver (Member)
- Ruth Jilka (Alternate)
- Irv Turpin (Member)

The following members were absent for the meeting

- Patience Basehore (Chair)

Also present:

- Brett Flower, Esq (Township Solicitor, Eckert Seamans)
- Tim Staub (Township Engineer, HRG)
- Duane Brady Jr (Township Code Officer)
- David Blechertas (Township Manager)

Citizen Input:

No citizen provided input – see sign-in sheet for attendance

Approval of Minutes:

No Minutes

Old Business:

Discussion and review of the public meeting regarding the public meeting the Township Board of Supervisors held with agricultural users in residential districts

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

MAY 20, 2024

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

June 17, 2024



PLANNING COMMISSION

COMPREHENSIVE PLAN MEETING AGENDA

(SUBJECT TO CHANGE)

MEETING DATE: June 17th 2024, 5:30 PM

AS A COURTESY TO EVERYONE, PLEASE TURN OFF ALL CELL PHONES AND/OR OTHER ELECTRONIC DEVICES OR PLACE THEM ON SILENT OR VIBRATE SO THAT OTHERS CANNOT HEAR THEM. ANY CALL RECEIVED DURING THE MEETING, IF ANSWERED, SHOULD BE TAKEN OUTSIDE OF THE MEETING ROOM

CALL TO ORDER

ROLL CALL / ATTENDANCE – MEMBERS PRESENT

REGULAR MEETING:

CITIZEN INPUT

APPROVAL OF MINUTES – Meeting Minutes from May 20th, 2024 – Not Available (will be ready for July meeting)

OLD BUSINESS:

- Review draft changes to the Future Land Use map and chapter
 - Discussion on proposed options on Future Land Use chapter

NEW BUSINESS:

- Review revised project schedule

ANY OTHER MATTER:

ADJOURN:

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

July 15, 2024

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

August 19, 2024

LONDONDERRY TOWNSHIP PLANNING COMMISSION

783 S. Geysers Church Road • Middletown, PA 17057
P: (717) 944-1803 • www.londonderrypa.org

COMP PLAN MEETING MINUTES MEETING DATE: August 19th, 2024

The Londonderry Township Planning Commission held their scheduled comprehensive plan meeting on Monday, June 17th, 2024 at the Londonderry Township Building, 783 S Geysers Church Rd, Middletown PA 17057.

Call to Order:

Chairperson Basehore called the meeting to order

Roll Call/Members Present:

The following members were present for the meeting

- Patience Basehore (Chair)
- Bob Pistor (Vice Chair)
- Deb Weaver (Member)
- Ruth Jilka (Alternate)

The following members were absent for the meeting

- Adam Kopp (Secretary)
- Irv Turpin (Member)

Also present:

- Dean Severson (Township Engineer, HRG)
- Tim Staub (Township Engineer, HRG)
- Duane Brady Jr (Township Code Officer)
- David Blechertas (Township Manager)

Citizen Input:

No citizen input, no citizens in attendance

Approval of Minutes:

Minutes of July meeting were not available for review

Old Business:

Meeting began with a review of the progress of the Comp Plan by Dean Severson of HRG, the Future Land Use chapter has been revised and final pieces of Designated Growth area agreed upon.

Mr. Severson moved to the Housing Plan Chapter with a review of existing housing, potential development being discuss and future needs. Members asked for a review of some of the charts about existing housing and future needs and asked for revision due to color similarity and to provide clarity. It

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

September 16, 2024

MEETING MINUTES

LONDONDERRY TOWNSHIP COMPREHENSIVE PLAN AND ORDINANCE DISCUSSION

Location: Londonderry Township office

October 21, 2024

Key Stakeholder Interviews

Andrew Kenworthy, HRG- Township Engineer

Recent Warehouse Developments

- There are currently several warehouse developments in the east, west, and middle of the Township.
- Vision Venture – Eastern end of Route 230, they are developing 2 warehouses now.
- Also 2 warehouses in the “School Heights” area near Londonderry Elementary School and Saturday’s Market.
- Lytle Warehouse approved near Rt. 283 on Rt. 230 as well.
- Focus for growth has been along Route 230 corridor.
- Existing land use map will need to account for these new warehouse developments.

Potential TND Development

- Southside of Lytle
- HISTORY OF: Conditional use was approved several years ago and included a TND for both the north and south sides of the development, which is split by Rt. 230.
- Warehouses are a use by right on the northside and were not part of the original TND.
- There is a new developer, Nate Pepitone of Wellington, that is leading the development of the southside and they have made some changes to the original TND that was approved.
- TND originally was to include a mix of housing, retail, continuing care, and a hospital.
- Township’s desire for the TND is to create a true “Town Center”.
- Some environmental issues and concerns associated with this potential development

Sewer/Water & Act 537 Planning

- Londonderry never had sewer and water and used to have a 1-acre minimum for residential lots.
- The 537 Plan was updated and HRG indicated that the Township needed sewer along the Route 230 corridor primarily.
- It was too costly for the Township to install on their own, and they needed developers to assist with the costs and the construction; hence, the various pending warehouse developments across the corridor.
- The warehouses are installing a sewer collection system.
- Derry Township Municipal Authority (DTMA)’s Southwest Plant is located in Londonderry Township, off of Swatara Creek Road near Vine Street Interchange of 283 – they plan to expand here soon.
- The sewer project is just finishing up now.
- Water: PA American Water
- Sewer: DTMA
- Andrew will send a link to the 537 Plan.
- Direct any questions to Justin Mendinsky

Par Line Golf Course Property

- Was struggling and has since closed
- There was a developer that was planning to do smaller warehouses on the property, between 50,000-100,000 square feet

Mobile Home Parks

- Cedar Manor
- Pine Manor (by the School and Saturday's Market)
- Crest View
- Township is trying to connect the mobile home parks to the new system

Growth/Sprawl/Preservation

- Township is trying to maintain its rural nature and feel to the south and north.
- New development has been focused on the Route 230 corridor, and near the 283 exits (Vine Street and Tollhouse Road).
- Township has wanted to help better serve some of the struggling areas with public sewer but fears going too far with it and then more development occurring as a result, in places they don't want it – they don't want sprawl.
- DTMA is paying HRG to complete a feasibility study for some additional spurs and expansions of the new sewer system.
- Harrisburg and Lancaster connect through Londonderry, which has been a reason for its recent warehouse growth.
- Vine Street
 - There is an interest in developing along Vine Street, but it is near Swatara Creek and in the floodplain, so there are challenges; it is also a bit disconnected from the Township but would be ok with some commercial uses.
 - Look at the zoning map – this area has a special zoning of medical research or something along those lines.
 - Vine Street interchange/exit of 283 has a Rutter's, a Love's Travel Stop, a Penn State Health Building, and also the DTMA treatment plant.

Stormwater and Environmental Issues

- Steve, the Township Manager, is big into environmental issues, climate change, preparing for more frequent and stronger storms.
- \$4 million legacy project happening now with the Conewago Creek.
 - Shawn Fabian is contact for the project at HRG.
 - Right on the border with Lancaster County and Conewago Township
 - Legacy sediment removal
 - All granted funded and a HUGE project
 - Selling credits to MS4 PRPs since this project will generate so much improvement and sediment reduction
 - Just finished Phase 1.
 - Parcel purchased in Lancaster County recently to be part of the project also.
- Three Mile Island (TMI)

- Located fully in the Township
- Historical Marker
- Has been fully decommissioned and closed, no longer an active nuclear power plant
- Loss of it has impacted tax revenues significantly
- Decommissioning it will take several years and will likely exceed the time period for this comp plan but we should try to confirm that – how many years is it?

Township-Owned Parks and Other Local Amenities

- Sunset Golf Course is the Township’s jewel and pride and joy.
 - The Township has put a lot of money into it reinvesting the Golf Course, and has improved the clubhouse recently
- Sunset Park (southwest corner of Township, just past golf course) has several baseball fields and pavilions
 - There is a rugby field going in on the vacant lot next to the ballfields
- Township has another park – Braeburn Park (on Highland Road)
 - Very isolated and not used a lot; basically, it is mowed and maintained
 - It has a ballfield and some old tennis courts
 - Located in central part of Township
- Trails
 - Several trails nearby in Lancaster County and other neighboring communities
 - Do have a map that shows some concepts for a trail in the Township that connects to several other local trails in the area – Andrew will send a link
 - There was a trailhead put in at Sunset Golf Course and the plan was to run it to the northside and connect to the previously planned TND, which had a lot of trails within the development and then keep going eventually to other parts of the Township
- Only 1 restaurant – the River House Bar and Grill

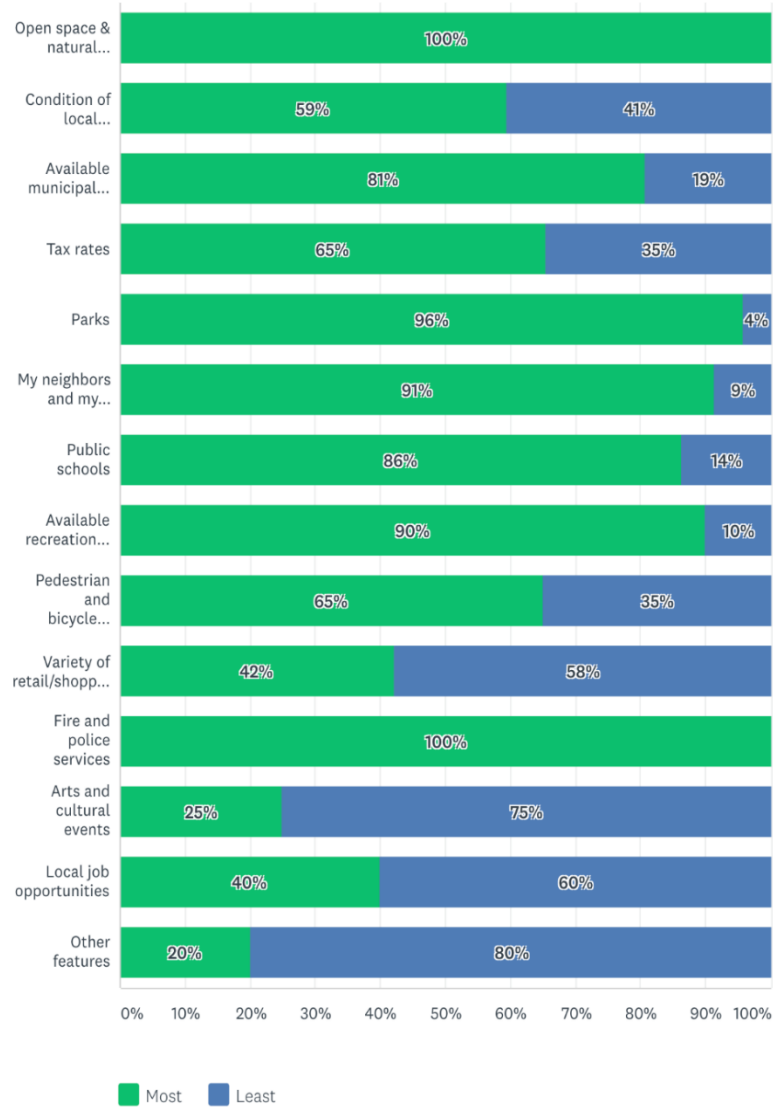
Miscellaneous Info

- Township does not have their own police force and relies on the PA State Police (PSP).
- Local fire department is volunteer based, and EMS is contracted.
- No major road improvement planned as a result of the new warehouse developments; Township has done some signal upgrades and traffic lane improvements.
- Tri-County Planning Commission generally supportive of the recent development and growth in the Township.
- Golf Course Clubhouse and the Fire Hall are two good locations for public meetings/outreach.
- Schools in Township – Londonderry Elementary School, part of Lower Dauphin School District

SURVEY RESULTS

Please rank the most or least desirable features of the township (select up to 5 or write in your own features)

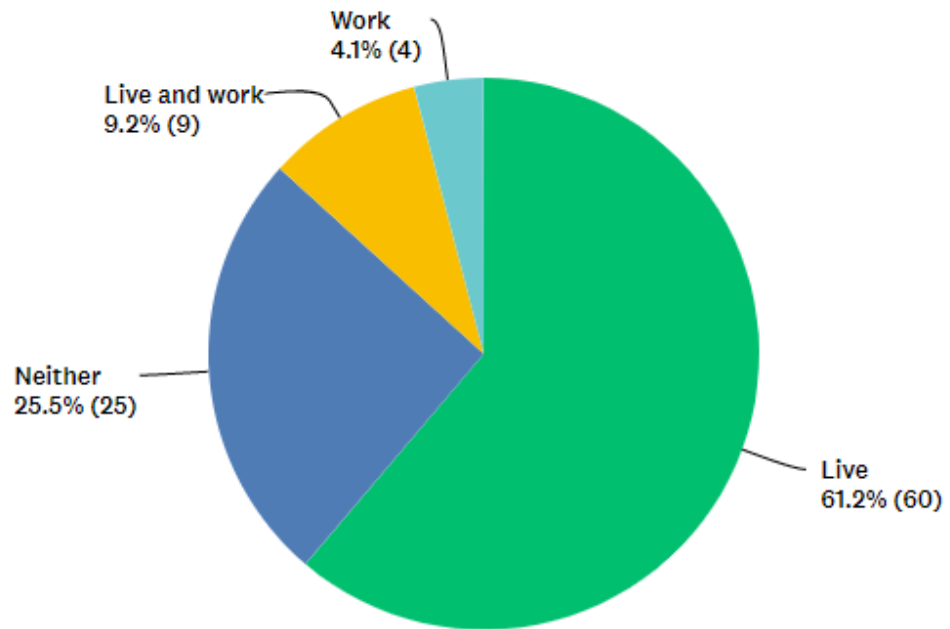
Answered: 65 Skipped: 31



Question 1

Do you live or work in the township?

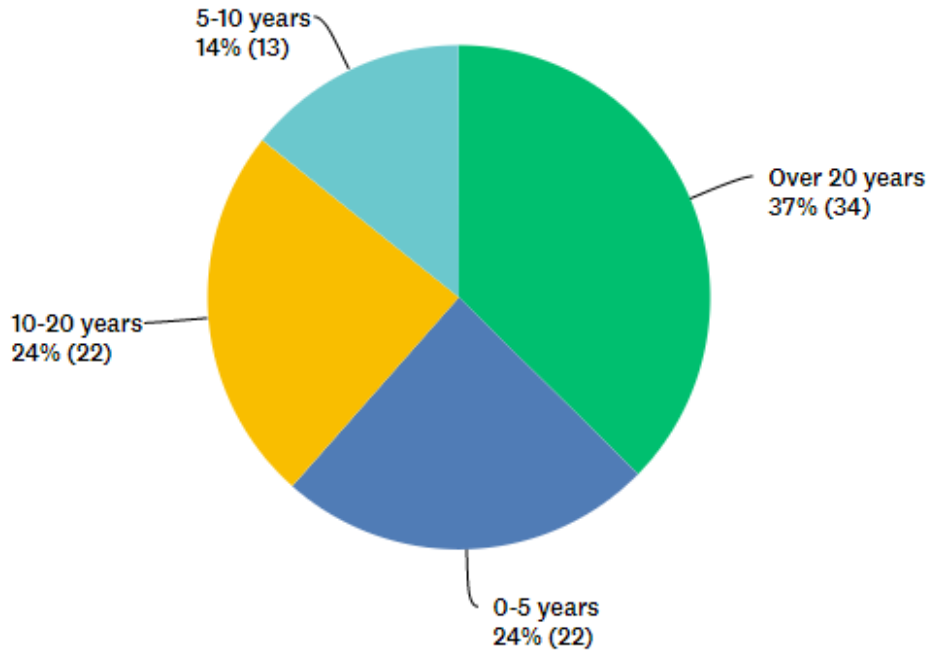
Answered: 98 Skipped: 0



Question 2

How long have you lived or worked in the township?

Answered: 91 Skipped: 7



Question 3

If you live in the Township, what neighborhood do you live in?

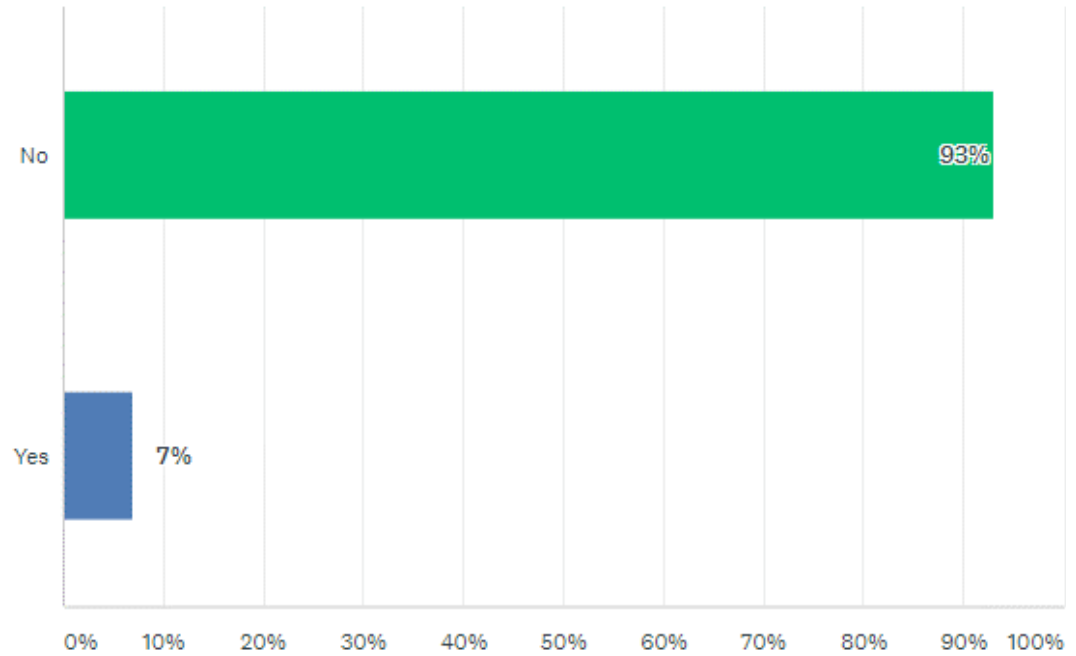
- Braeburn (3)
- Cedar Manor
- Route 230/East Harrisburg Pike (7)
- Brinser Road (2)
- Country Crossings (2)
- Newberry Road
- Cedar Manor Mobile Home Park (2)
- Dew Avenue
- West Donegal Township
- Off of Deodate Road
- Pine Manor Mobile Home Park
- Roundtop
- Hummelstown
- Elm Road
- Londonderry Village

- Northeast
- Colebrook Road (4)
- Londonderry Estates (4)
- Foxiana/Foxiana Farms (5)
- Sandhill Road
- Zion Road
- Near Doc's
- Red Hill
- Rural (2)
- Miller Road
- North Geyers Church Road
- Alwine Road
- Elizabethtown
- Beagle Road
- Londonderry Township
- No neighborhood
- Woodcrest Drive
- Hickory Lane

Question 4

Do you own or operate a business in the township?

Answered: 86 Skipped: 12



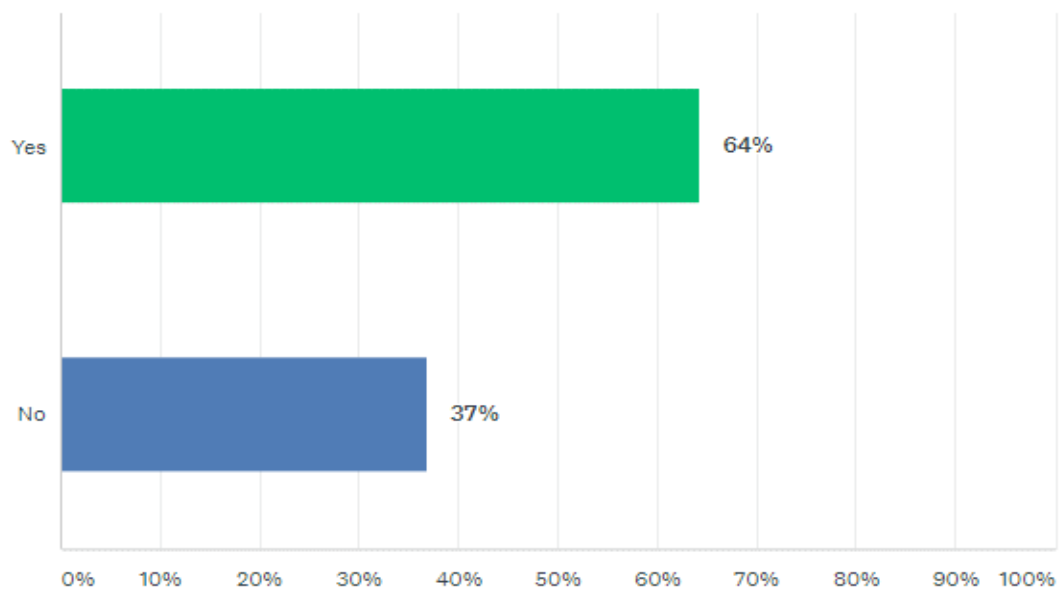
If yes, what type?

- Elementary school
- Vehicle repair shop
- Fountain of Life Church
- Contracting/Farming

Question 5

Do you own an agricultural, commercial, industrial or residential prop...

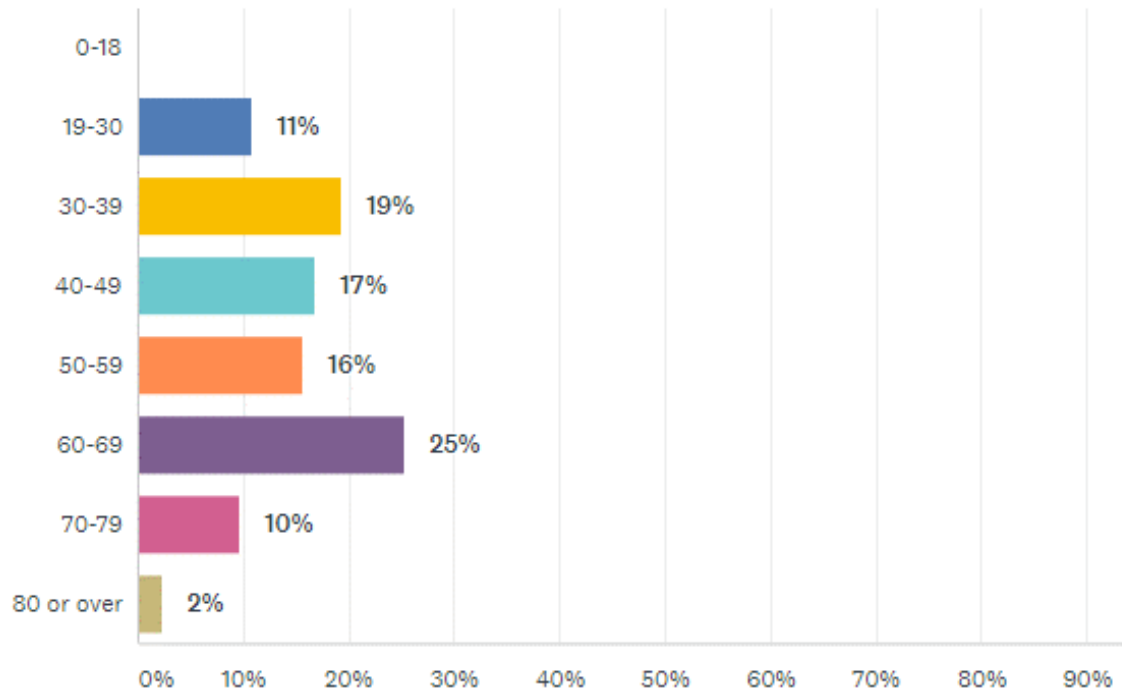
Answered: 84 Skipped: 14



Question 6

Your age:

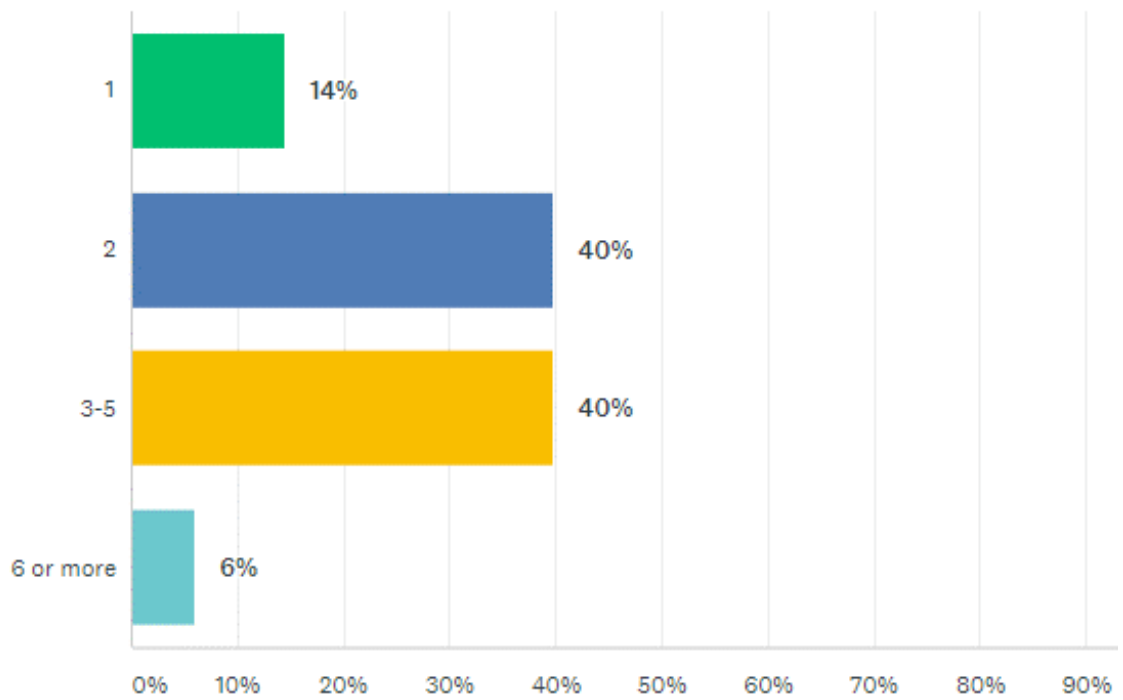
Answered: 83 Skipped: 15



Question 7

Number of people in your household:

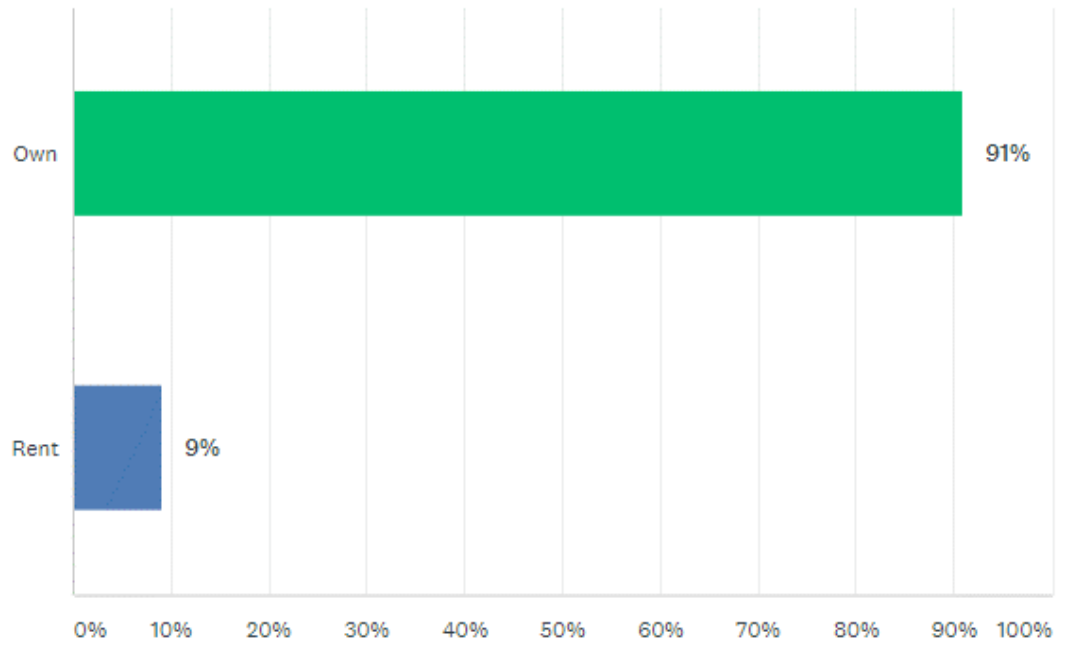
Answered: 83 Skipped: 15



Question 8

Does your household own or rent your dwelling unit?

Answered: 77 Skipped: 21



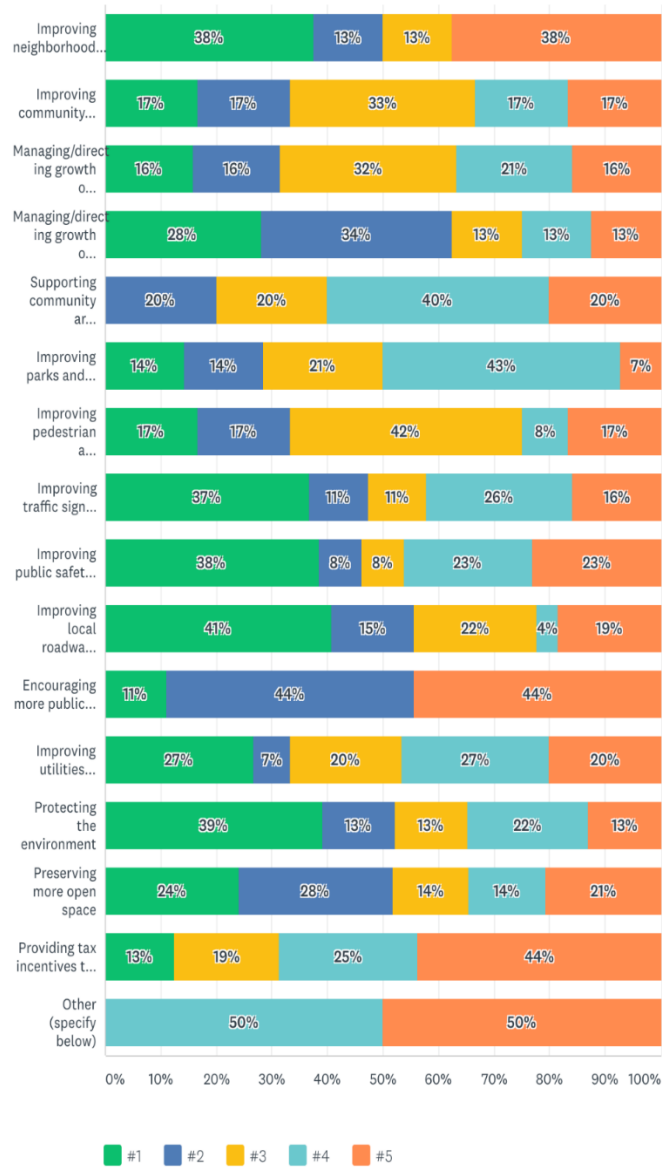
Question 11

Q11

Customize Save as

Please identify and rank the top 5 areas where you feel the township should focus its resources with local tax dollars:

Answered: 57 Skipped: 39



Question 12

Think of communities outside of the Township that you have lived in, visited, and admired, and describe the features you admired the most.

- Locally run businesses, farmland, mom and pop stores. Community type feel, no huge warehouses
- Walkable main street shops
- Roads are in better shape, less trash, clutter, and old vehicles sitting around
- Better roads, houses that are taken care of. More enforcement on building codes
- Good roads, well maintained properties
- Always lived in Londonderry Township
- Tidy and beautiful open spaces and neighborhoods with adequate lighting and room for pedestrians, cleanliness
- Borough workers did more for borough or township
- Hiking/biking trails, community events, farmer's market days, workshops for homeowners
- Atmosphere
- Natural beauty
- More businesses in walking distance from rural areas and public transportation for people who do not drive
- Balance of smart development and protecting natural/open space
- Parks that are open and maintained. Roads that are not heavily congested with Amazon vehicles and tractor trailers
- Access to retail, restaurants, and newer housing
- Quiet, limited congestion, low crime/safe, neighborhood committees/watch, streetlights in neighborhoods
- Not being forced into public sewer project at home owners expense
- Low connection costs to public sewer, well maintained roads
- Convenient to shops, well kept homes and businesses
- Better roads
- Multi-use parks which include nature trails and/or bike trails, or just other options for walking/hiking/biking. I normally leave the Township to enjoy these activities because there are no options here.
- Walkable areas like parks and downtown areas
- I really do love our township the way it is and hope and pray that Amazon and all the industrial buildings do not take over and make this township something we do not want.
- The ones that have contained towns and developed areas and leave resources connected and protected. That provides quality of life for all residents.
- Not zoning
- Quaint small town feeling where all age groups, diversity, and family units are welcomed
- Safe parks easy to access and open all year round even during Covid

Question 13

Q13

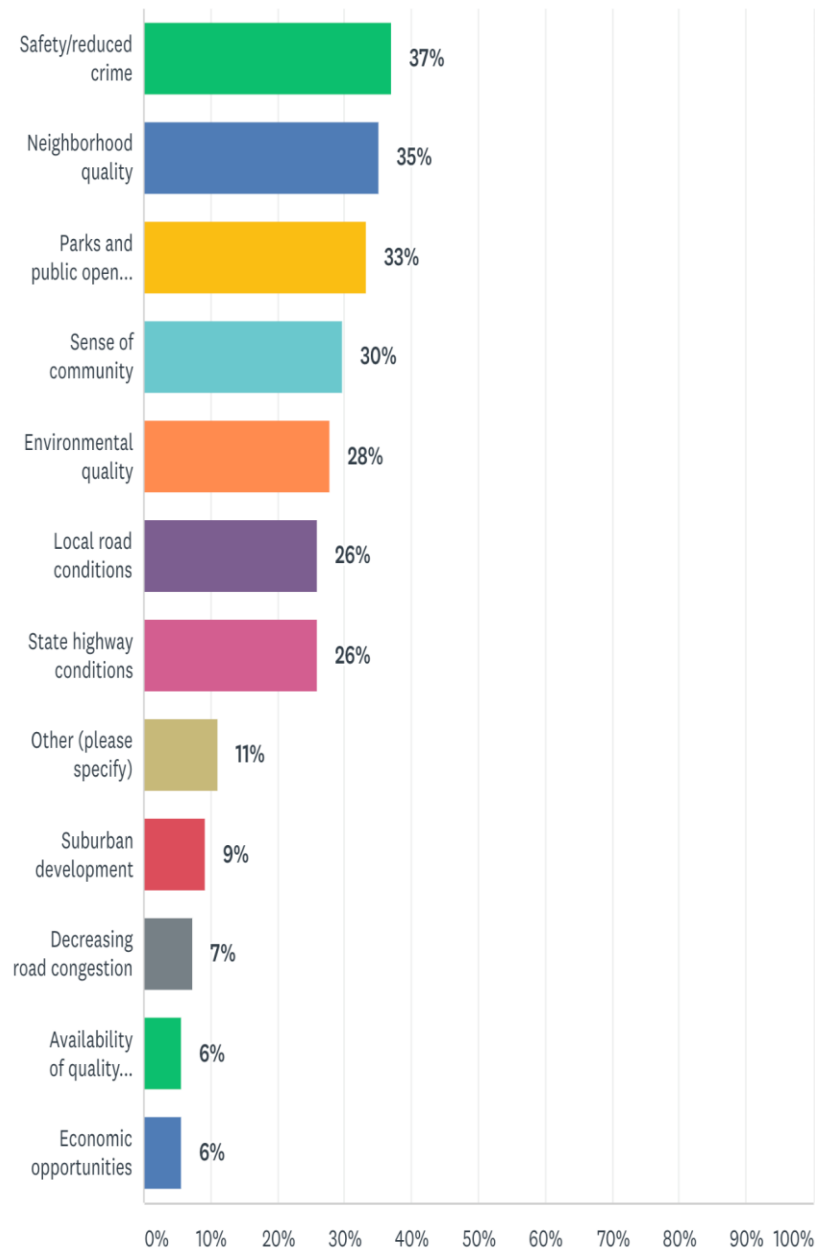


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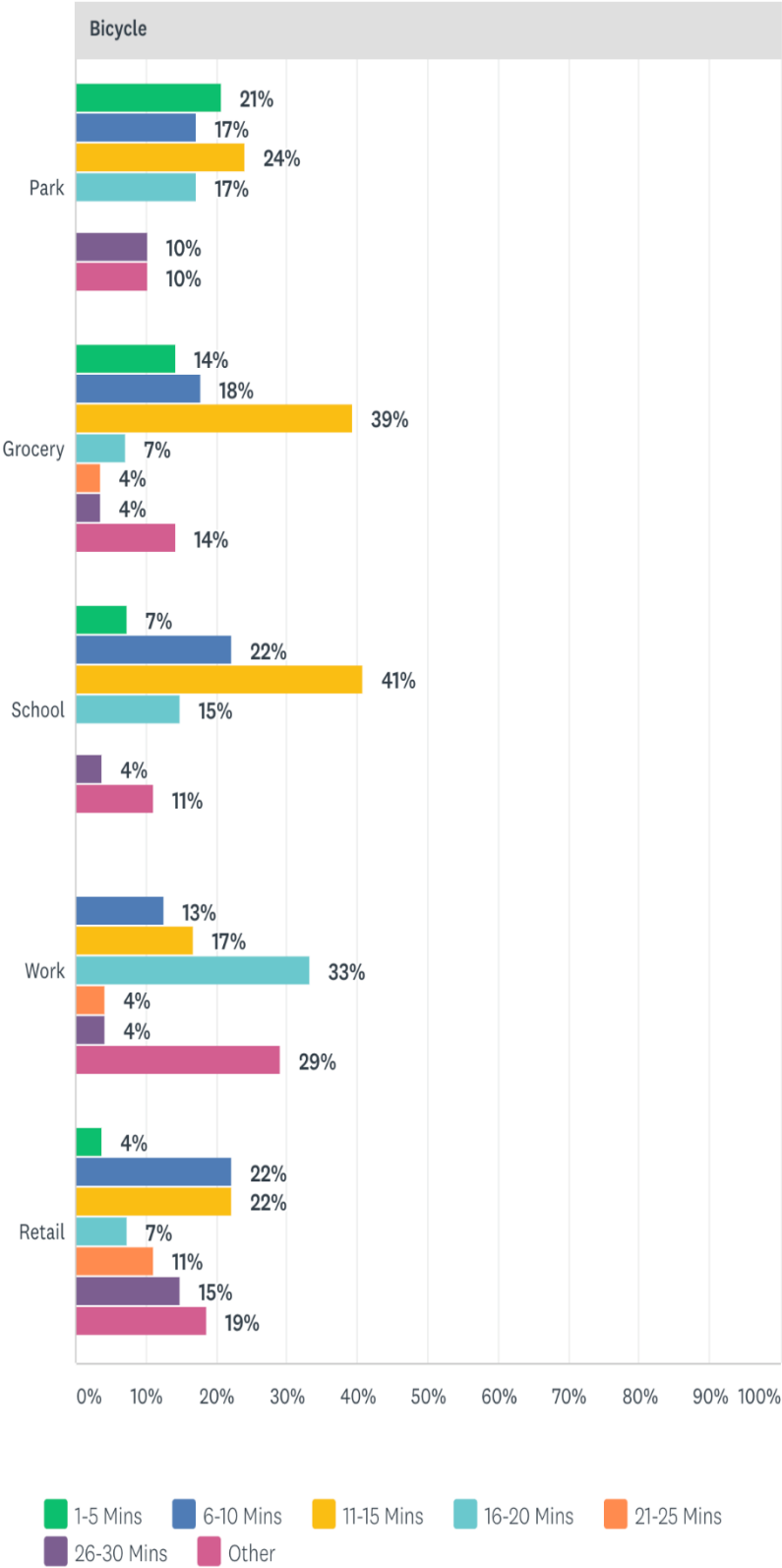
Save as ▼

Please check up to 5 positive trends you have experienced recently in the township:

Answered: 54 Skipped: 42



Question 14



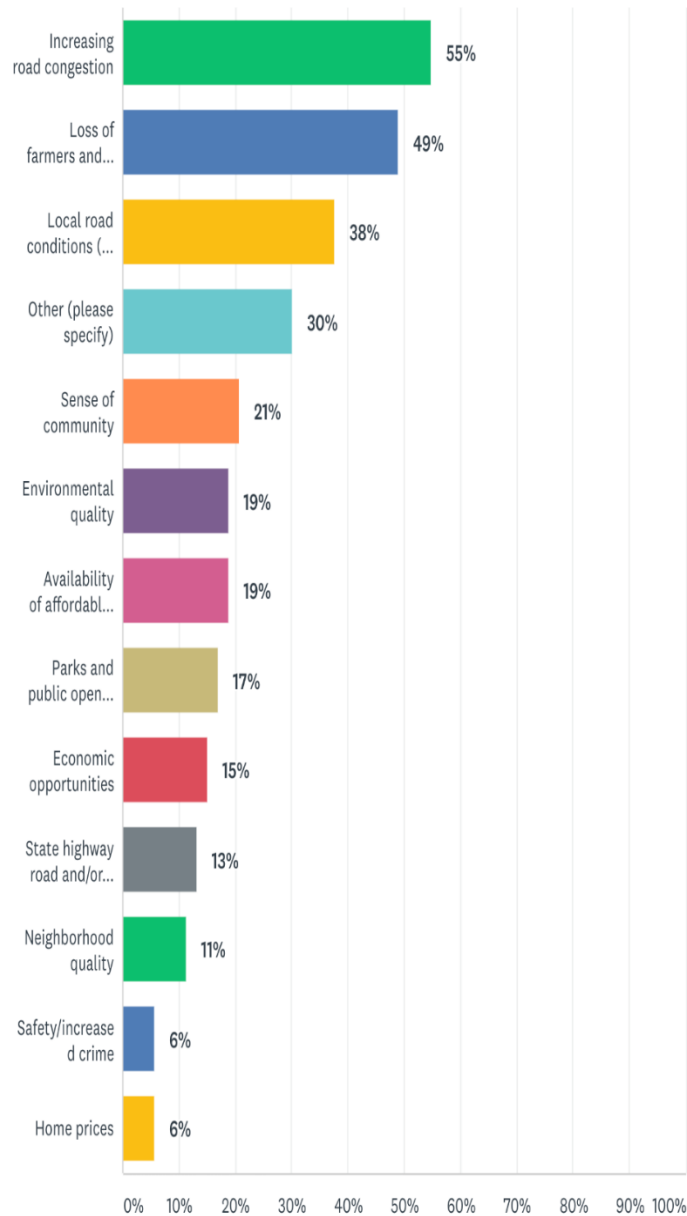
Question 15

Q15

 Customize  Save as ▼

Please check up to 5 negative trends that you have experienced in the township:

Answered: 53 Skipped: 43



Question 16

Please list any other issues, questions, concerns, or opportunities you would like to see addressed by the Township

- Preserving farmland, and helping locally run businesses
- Clean up 230 diner, vehicles that are not inspected and registered in people's yards. In general, residents who don't maintain their property.
- 230 diner, lack of enforcement of code violations, residents having trash and vehicles sitting around houses.
- Make sure trees or bushes are cut at intersections so you can see without going into the road.
- More enforcement of property codes, preserve open lands for wildlife, improve road conditions
- I only filled this out to express my thoughts on the condition of Swatara Creek in particular and Newberry Road ain't so hot either. Whatever the other Township is they paved their part of Swatara Creek Road very nicely and then the rest of it toward Middletown is a total mess and has been for years. We've been waiting for something to be done with it. Thank you. Hoping something gets one with it sooner than later.
- Taxes are too high.
- Light at Deodate Road and Route 230. Deadly intersection with lots of traffic.
- Real estate taxes? OMG
- In need of essential businesses such as Walmart, Target, etc.
- Develop 230
- Get rid of the golf course, it's a money pit.
- Quit wasting taxpayers' money for rugby fields, and do not use park and rec money to pay for entertainment on Thursday night at Sunset bar and grill. They spend 300.00 every Thursday.
- I completely understand the tradeoff of the upcoming warehouses for sewer installation. That said, I really don't want Londonderry Township to turn into a warehouse hub like Lower Swatara Township.
- Dealing with the loss of income from TMI via property/income tax if any?
- I cannot stress enough how I do not want Amazon and other industrial parks to take over our community.
- Need updated township code for rainwater management practices and noise (nuisance) in residential areas.
- My main concern is the possible commercial development of Par Line golf course. I own a 5-acre property that borders Par Line at the pond closest to Beagle Road. Our plans are to build a house. We have owned the property for 6 years and I have really gotten to know the soil type. I plant a ¼ acre garden on the property and found the red clay a challenge. The red clay is terrible at self-draining. There is a reason the land has multiple swamps on it. Commercial buildings DO NOT belong in this area. Concerns of water runoff and issues with Lynch Run Creek will definitely be worsened with such a plan of 10 warehouse buildings. The narrow areas filled with warehouses and blacktop will fill the creeks. The truck's oil residue on the blacktop will pollute the multiple creeks. I definitely disagree with changing the zoning to L1 or C2.
- I don't expect to walk or bicycle anywhere. I want to live in the country, and I expect to travel to get to work and other services.
- Stormwater runoff, if the neighbor properties are ok with it then it should be ok. How about the township pay for stormwater plans for individuals.
- Affordable new housing areas, a more welcoming atmosphere to diverse residents.
- Auto parts store/garage on Roundtop burns plastic back of property.